

USS PAUL HAMILTON (DD590)



War Diary - Action Reports

OCT. 25, 1943 TO SEPT 1, 1945

Saipan
Tinian
Guam
1st Battle Philli-
pine Sea

Western Carolines
Palau Islands
Phillipine Islands

Leyte Operation
Luzon-Formosa Strikes
2nd Battle
Phillipine Sea
Ryuku / Volcano Strikes

Leyte Operation
Leyte Gulf
Ormoc Bay

Mindoro Operation
Uncle Plus 15 Resupply

Lyngayen Gulf
Luzon

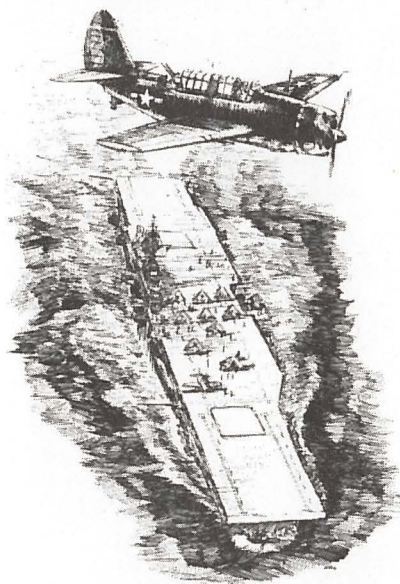
Iwo Jima
Bonin Islands

Okinawa
Kerama Rhetto

Agu ni Shima
Iheya Shima
Khoury Shima



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Navy Department

HISTORY OF USS PAUL HAMILTON (DD 590)

During the World War II campaigns which brought her seven battle stars the destroyer PAUL HAMILTON fired over 19,000 rounds of five-inch ammunition in shore bombardment, shot down four planes unassisted, was credited with assisting in the destruction of five others, and rescued 83 men from other ships.

The vessel, second of the name, was built by the Charleston Navy Yard, Charleston, South Carolina, where her keel was laid on 20 January 1943. Launched on 7 April 1943, the ship was sponsored by Mrs. William Dewar Gordon, a great-great-granddaughter of the ship's namesake, the Honorable Paul Hamilton, a former Secretary of the Navy.

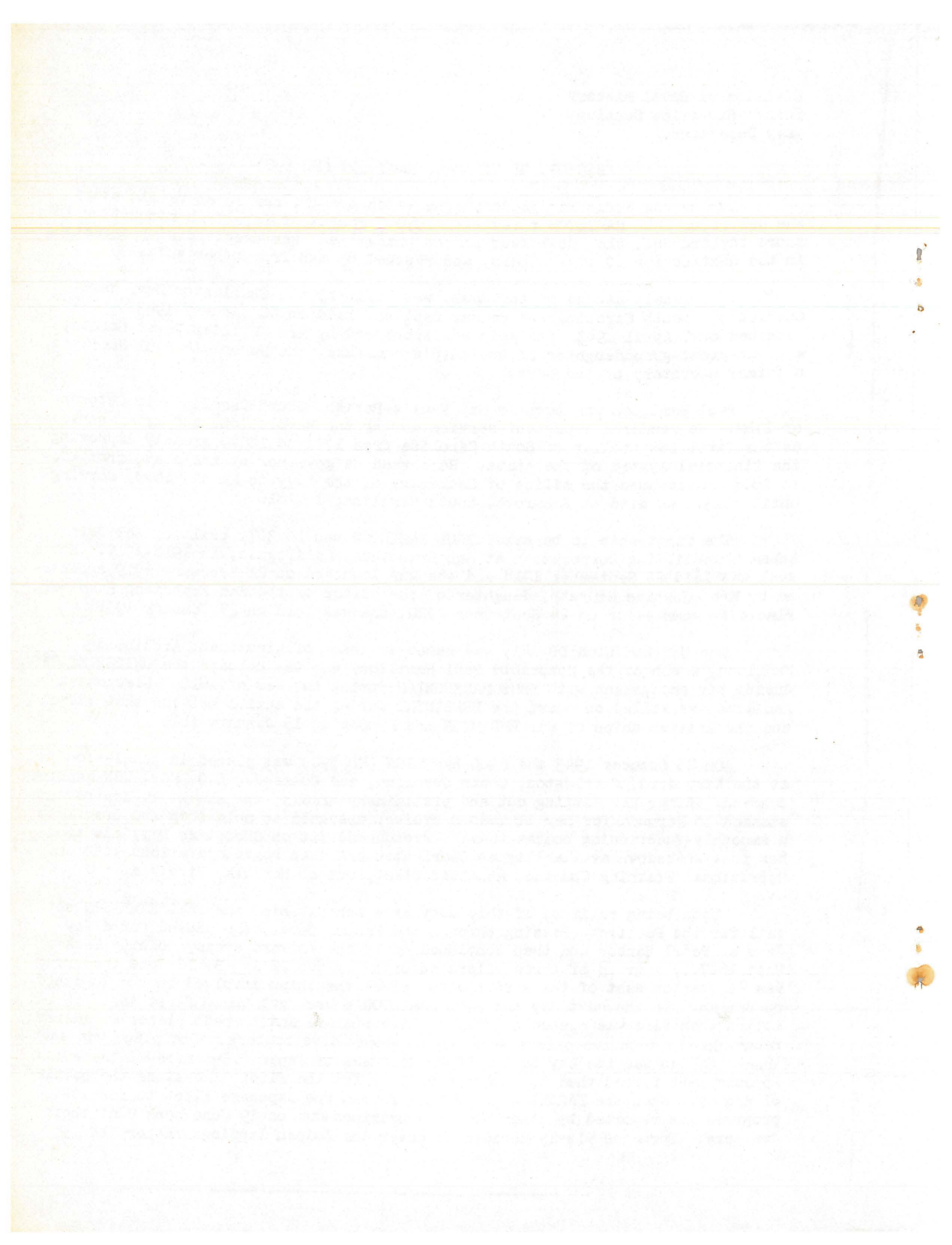
Paul Hamilton was born in St. Paul's Parish, South Carolina, in October of 1762. He rendered important service during the Revolution, and later served as the first comptroller of South Carolina from 1799 to 1804, greatly improving the financial system of the state. He served as governor of the state from 1804 to 1806 and assumed the office of Secretary of the Navy in March, 1809, serving until 1813. He died at Beaufort, South Carolina, in 1816.

The first ship to be named PAUL HAMILTON was DD 307, built by the Bethlehem Shipbuilding Corporation at San Francisco, California, in 1918-1919. Her keel was laid 25 September 1918 and she was launched on 21 February 1919, sponsored by Mrs. Justine McGrath, daughter of the editor of the San Francisco Examiner. Placed in commission on 24 September 1920, she was sold on 27 January 1931.

The USS HAMILTON DD 141, was named in honor of Lieutenant Archibald Hamilton, a son of the Honorable Paul Hamilton, who was onboard the UNITED STATES during her engagement with HBMS MACEDONIAN during the War of 1812. Lieutenant Hamilton was killed on board the PRESIDENT during the action between that vessel and the British ships of war ENDYMION and POMONA on 15 January 1815.

On 25 October 1943 the PAUL HAMILTON (DD 590) was placed in commission at the Navy Yard, Charleston, South Carolina, and Commander L.G. May, USN assumed command. After her fitting out and preliminary trials, the sleek new destroyer steamed to Bermuda for her shakedown cruise, designed to mold ship and crew into a smoothly-functioning combat team. Pronounced fit on Christmas Day, she took her post-shakedown availability at Charleston and then began operations with the Operational Training Command, Atlantic Fleet, out of Norfolk, Virginia.

Upon being relieved of this duty as a school ship, the PAUL HAMILTON set sail for the Pacific. Passing through the Panama Canal, she paused for a few days at Pearl Harbor and then continued on to the forward areas, joining Task Unit 16.7.1, a group of three oilers escorted by two DE's. By 16 June the group was on station east of the Marianas to refuel the ships involved in the landings on Saipan. On the next day the PAUL HAMILTON's crew got their first taste of action when fire was opened briefly on dive bombers and torpedo planes at extreme range. On the 18th two oilers were hit by enemy dive bombers. One plane was shot down. Saipan was the key to the inner defenses of Japan. Our assault there on 15 June 1944 forced them to engage our fleet for the first time since the Battle of Midway. When the HARDER's activities forced the Japanese Fleet to sea its progress was reported by other picket submarines who on 19 June sank 2 of their carriers. Spruance wisely decided to cover the Saipan landings rather than



search out the Japanese Fleet and dispatched Mitscher's powerful fast carrier force to the West. Battleships, cruisers and destroyers were deployed on a line 15 miles in advance of the more vulnerable carriers to meet the brunt of the expected air attack with their powerful AA batteries. Our fighters broke up raids 50 miles ahead of our surface units. Those that broke through were decimated by ship's gunfire. By the day's end Mitscher's fighters had destroyed 366 Japanese planes in the air and 17 on the ground. Nineteen more were shot down with gunfire. Our own strike groups sank a carrier and damaged four others plus a battleship and cruiser, breaking the back of the Japanese Fleet which did not again seriously challenge our fleet until the Battle of Leyte Gulf.

For the next five and one half months, until the end of November 1944, the ship operated with the logistics support groups. These ships; oilers, supply ships and escort carriers, rendezvoused repeatedly with the fast carriers of Task Force 58/38, supplying them with fuel, planes and ammunition they needed to continue their relentless strikes against the enemy. Operating out of Guam, Manus and Ulithi, the HAMILTON protected the vulnerable tankers and carriers and transferred mail and parts throughout the fleet by high line.

Another type of duty came her way at the end of November, however, when she was assigned to the SEVENTH Fleet. Now under command of Commander D. Carlson USN, she proceeded to Hollandia joining the amphibious forces. Her first assignment was to escort a group of landing craft to Leyte Gulf, where she joined a group whose duty it was to patrol the Gulf for protection from enemy surface vessels. On 12 December she got underway with Task Group 78.3 as a screening vessel in the Mindoro Assault Force. The disposition was formed up during the twilight and then proceeded south through Surigao Strait.

The formation proceeded through the Mindanao Sea during the day, with no enemy contact until 1450, when a suicide plane crashed into the flagship, the USS NASHVILLE, causing heavy casualties. Other snoopers were driven off by the combat air patrol or ship's gunfire. On the 15th the group arrived off the landing beaches on Mindanao.

The initial bombardment and landing was unopposed, but at 0830 the enemy sent over a sixteen-plane raid, coming in low out of the sun over Ilin Island. The HAMILTON, being closest, opened fire at once and knocked down three planes. The Japanese succeeded in hitting two LST's and one destroyer. After patrolling off the beaches all day, the ship was attacked with temporary damages to the radar and torpedo director. Retiring with the LSTs, the destroyer was not attacked until the morning of the 17th when one enemy plane was seen to jettison its bombs and crash a few minutes after being taken under fire. The formation arrived in San Pedro Bay, Leyte, on 18 December 1944.

On the 21st the ship, in company with the HALL and EDWARDS, got underway to escort 12 LSMs in a re-supply echelon to Ormoc Bay, on the opposite side of Leyte. The mission was accomplished without incident. On the 27th she was ordered to join Task Unit 78.3.15, a large re-supply echelon to Mindoro.

First enemy air opposition appeared as the group proceeded through Surigao Strait. The weather did not permit a combat air patrol over the formation, and

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so the enemy proceeded unopposed. On the morning of the 28th the IX 126 and the SS JOHN BURKE were hit by suicide planes. The merchantman exploded and disappeared, and the IX had to be abandoned and left to drift. Later air cover was furnished the convoy, greatly aiding in driving off the enemy planes.

Fighting through several attacks, the convoy reached Mindoro at daybreak on 30 December 1944 and began unloading with no opposition until 1600, when four dive bombers attacked. One dropped his bomb over a merchantman and then flew directly toward the PAUL HAMILTON, whose guns immediately took him under fire. Hugging the water, he missed the ship by about 20 feet in making his escape. During the same attack the USS PRINGLE was hit by a suicide plane and the USS GANSEVOORT by a bomb. The LSTs unloaded an hour and a half later and the return voyage began, interrupted by only one plane contact. The group anchored in Leyte Gulf on 1 January 1945.

The destroyer, after taking aboard fuel and ammunition, sortied from Leyte Gulf with Task Unit 77.2.1 on 3 January, steaming through Surigao and the Mindanao Sea, north through the Sulu Sea and the South China Sea to Lingayen Gulf. The approach was bitterly contested by Japanese Kamikazes. The USS MANAY BAY had to be sunk after a Kamikaze attack on the 4th, and on the 5th, the HMAS ABUNTA, USS SAVO ISLAND, STAFFORD and MANILA BAY were hit, the STAFFORD being badly damaged.

Upon arriving off the objective on 6 January, the PAUL HAMILTON was assigned to the carrier screen, operating to the west. Flight operations were made without interference, although a strong wind hampered the missions. On 14 January the ship rescued three airmen from the USS SHAMROCK BAY, bringing them aboard uninjured. Four days later she retired to Mangarin Bay, Mindoro, for replenishment. On the 21st she set course for San Pedro Bay and from there proceeded to Ulithi.

After training with Underwater Demolition Teams, the ship got underway with Task Group 52.19 on 19 February, bound for the invasion of Iwo Jima. During the invasion, the PAUL HAMILTON performed practically every task that could be assigned to a destroyer. She screened heavy units, supported mine-sweepers and UDT operations, fired shore bombardment, rescued downed pilots, and transferred supplies to the escort carriers covering the operation. It was not until 9 March that she formed up with the escort carriers to return to Ulithi.

In ten days time the ship had completed her repairs, refueling and loading ammunition and supplies and training for a new amphibious assault -- the biggest one of the Pacific war. On 21 March she steamed out of the harbor with Task Force 54, bound for Okinawa. The approach to the objective was made on the 24th.

Routine escort duties were the HAMILTON's assignment at Okinawa, but with Kamikazes attacking continuously, nothing was routine. On 30 March the

ship got in some gunnery practice with night harassing fire and illumination of the landing beaches, starting several fires. On the 31st she performed similar tasks and then on the morning of 1 April 1945, provided fire support for the initial landings on Okinawa. At 1300, after 18 consecutive hours at general quarters, the ship's crew was given a chance to rest. She continued with her fire support missions and escort duties until 6 April, when she was forced to retire to Kerama Retto for fuel. Constant air attacks kept her from doing so, as suicide planes hit an LST, and ammunition ship and a Victory ship at the anchorage. It was not until the next morning that she was able to go alongside the tanker.

More patrolling and shore bombardment followed, with the PAUL HAMILTON pounding away at any enemy military activity within range. On 15 May, however, she was given 72 hours of tender availability alongside the HAMUL in Kerama Retto, for the first break in the rugged routine of shore bombardment, patrol and escort duties.

On 31 May 1945 the ship got underway to capture Iheya Shima, a small island northwest of Okinawa. Ships involved included the PAUL HAMILTON, CONVERSE, TWIGGS, BEALE and DALY, who were to give fire support to the landings. Bad visibility caused the ships to be called back, however, but on 3 June the landings were made against practically no opposition. After furnishing a vigorous shore bombardment, the PAUL HAMILTON took up radar picket duty until anchoring in Kerama Retto on 7 June.

A similar attack was made against Aguni Shima on 9 June. The entire operation from the time the ships opened fire until the island was secure took only an hour and five minutes. Then, on 17 June, the ship left Okinawa in company with the VINCENNES for Pearl Harbor, via Guam and Eniwetok. From Pearl Harbor the ship was routed to San Diego, California, arriving on 8 July 1945 to begin a routine overhaul. When hostilities with Japan were halted on 14 August 1945, the ship was in drydock.

The USS PAUL HAMILTON earned seven Battle Stars on the Asiatic-Pacific Area Service Medal for participation in the following operations:

1 Star/Marianas Operation

Capture and occupation of Saipan -- 16 June to 5 August 1944

Battle of the Philippine Sea, 19-20 June 1944

Capture and occupation of Guam -- 12 July - 5 August 1944

1 Star/Western Caroline Islands Operation

Assaults on the Philippine Islands -- 9-24 September 1944

1 Star/Leyte Operation

Northern Luzon and Formosa attacks -- 11 to 14 October 1944

Luzon Attacks -- 15, 18-19 October 1944

1 Star/Luzon operation

Mindoro landings -- 12 to 18 December 1944

Lingayen Gulf landings -- 4 to 18 January 1945

MINDO

1 Star/Iwo Jima operation
Assaults and occupation of Iwo Jima -- 16 February to 10 March 1945

1 Star/Okinawa Gunto Operation
Assault and occupation of Okinawa Gunto -- 25 March to 17 June 1945

1 Star/Tinian capture and occupation -- 20 July to 5 August 1945

STATISTICS

OVERALL LENGTH	376 feet
BEAM	39 feet
SPEED	35 knots
DISPLACEMENT	2050 tons
COMPLEMENT	16 officers and 309 men

Compiled: 24 February 1954

COPY

A16-3/DD590

Serial: 013

U.S.S. PAUL HAMILTON (DD590)

Fleet Post Office

New York, N. Y.

~~C-O N E I D E N T I A L~~

November 1943

From: The Commanding Officer
To : The Commander in Chief, United States Fleet.

Reference: (a) Cominch FF1/A12-1/A16-3. Serial 7152 29 Oct 1943.

Subject: War Diary - October 1943

October 25 Captain G E Baker, USN, Captain of the Charleston Navy
Yard, South Carolina, read a letter from the Chief of
Naval Operations directing the commissioning of the ship.
Commander L.G. May, USN, assumed command and the watch
was set.
October 26 Moored starboard side to Pier 314, Berth D-6 Navy Yard
to Charleston SC with six wire lines. Receiving all service
October 31 from the dock. Various units of the United States and
Allied Fleets present in company.
Assumed military Guard duty from the Navy Yard

/s/ L. G. MAY

COPY

A16-3/DD590
Serial 019

U.S.S. PAUL HAMILTON (DD 590)
Fleet Post Office
New York, N. Y.

C O N F I D E N T I A L

December 1943

From: The Commanding Officer
To: The Commander in Chief, United States Fleet

Subject: War Diary - November 1943

Ref: (a) Cominch FF1/A12 -1/A16-3. Serial 7152 29 Oct 1943

November 1 Standing out Cooper River conducting test runs

November 2 Same as before.

November 3, In Drydock #1 Charleston SC with USS INch DD 146.
4, and 5

November 6 Underway conducting Trial Runs

November 7, Moored starboard side to Pier 314 Berth D-2 Navy Yard
and 8 Charleston SC. Yard Tug Black Fox scraped port side
aft of bridge causing noticeable scraping of paint but
no structural damage.

November 9 Underway to commence practice firing of all batteries
and depth charges. Structural tests satisfactory.
Returned to berth at Charleston Navy Yard.

November 10 Conducting sea trials on various courses and speeds.
Returned to Berth at Charleston Navy Yard.

November 11 Moored as before.

November 12 Underway conducting sea trials at various speeds and
courses. Returned to Berth at Charleston Navy Yard

November 13
to 19th Moored as before.

November 20 At 1015 underway for shakedown trials. at 1250 set
condition II Mike steaming watch and material condition
Baker. All engines ahead full (19 knots) course 090°.
Commenced zig zagging in accordance with USN Zig Zag plan
#6.

November 21 Steaming independently on course 090° (T) at full speed.
At 0030 set clocks ahead one half hour to +3 1/2 zone
time. At 1326 exchanged calls with ship identified as
USS Putnam DE 152. At 1830 all hands to General Quarters.
At 1857 secured from General Quarters set condition II,
Watch 1.

COPY
A16-3 /DD590
Serial 019

U S S PAUL HAMILTON (DD 590)
c/o Fleet Post Office
New York N Y

C O N F I D E N T I A L

Subject: War Diary - November 1943 (Continued)

-
- November 22 Steaming as before. At 1005 made sound contact, maneuvering on various courses to investigate. 1014 all hands to General Quarters. 1016 Secured from General Quarters. Sound contact proving false. Land sighted at 163°(T) At 1341 Pilot R H Kennedy came aboard and took con. Standing in channel to Bermuda harbor. Moored alongside USS Alstair.
- November 23 Moored alongside USS Alstair, Bermuda Harbor.
- November 24 Underway at various courses and speeds. Sighted Fighting French submarine AMAZON and commenced practice runs on submarine. Returned to berth at Bermuda Harbor alongside USS TAYLOR (DD551).
- November 25 Underway on various courses and speeds conducting scheduled exercises. Returned to berth.
- November 26 Underway to conduct ASW exercises with USS R-7. Returned to berth alongside USS TAYLOR (DD551)
- November 27 Underway to conduct RDF calibration. Returned to berth alongside USS TAYLOR (DD551)
- November 28 Underway and rendezvous with USS WADLEIGH (DD)to and 29th conduct towing exercises, mail transfer, visit and search and torpedo runs. Returned to berth in Bermuda Harbor alongside USS TAYLOR (DD 551).
- November 30 Moored alongside USS TAYLOR (DD551), Bermuda Harbor.

/s/ L. G. MAY

1542
011629

Al6-3/DD590
Serial: 020

U.S.S. PAUL HAMILTON (DD590)
c/o Fleet Post Office
New York City, N.Y.

agk

DECLASSIFIED

~~CONFIDENTIAL~~

5 January 1944.

F48

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.

Subject: War Diary - December 1943.

Reference: (a) Cominch FFl/Al2-1/Al6-3, Serial 7152, 29 Oct. 1943.

- December 1. Operating in training areas south of Bermuda conducting training exercises as directed by Com Task Group 23.1. S.R.P. cancelled due to rough water.
- December 2. Operating as before. Fired S.R.P. preparation firing, expending 44 rounds 5"/38 cal. AA common projectiles.
- December 3. Operating as before. Fired official S.R.P., expending 44 rounds 5"/38 cal. AA common projectiles.
- December 4. Moored Great Sound Bermuda.
- December 5. Underway conducting training exercises. Fired Radar calibration practice expending 60 rounds 5"/38 cal. AA common projectiles. Fired night illuminating practice expending 5 rounds 5"/38 cal. illuminating projectiles.
- December 6. Operating as before. Fired day spotting practice expending 25 rounds 5"/38 cal. AA common projectiles. Fired night illumination practice expending 7 rounds 5"/38 cal. illuminating projectiles.
- December 7. Operating as before. Fired LCBP expending 40 rounds 5"/38 cal. AA common projectiles. Fired AABP "B" expending 419 rounds 40mm ammunition, 308 rounds 20mm HET ammunition and 637 rounds 20mm HEI ammunition.
- December 8. Moored Great Sound Bermuda. Conducted parts 1,2 and 3 Damage Control Inspection.
- December 9. Underway conducting training exercises. Fired night illumination practice expending 19 rounds 5"/38 cal. illuminating projectiles.
- December 10. Operating as before.

Received

62087

FILMED

011609

AL6-3/DD590
Serial: 020

U.S.S. PAUL HAMILTON (DD590)
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New York City, N.Y.

agk

C-O-N-F-I-D-E-N-T-I-A-L

5 January 1944.

Subject: War Diary - December 1943 (Continued).

- December 11. Moored Great Sound Bermuda.
- December 12. Underway conducting training exercises.
- December 13. Operating as before. Conducted Shore Bombardment Exercise, no ammunition expended.
- December 14. Operating as before.
- December 15. Operating as before. Fired AABP B-2 expending 50 rounds 5"/38 cal. AA common projectiles. Fired AABP "S" expending 75 rounds 5"/38 cal. AA common projectiles.
- December 16. Operating as before. Fired AABP "T" expending 75 rounds 5"/38 cal. AA common projectiles, 452 rounds 40mm ammunition, 266 rounds HET 20mm ammunition and 510 rounds HEI 20mm ammunition.
- December 17. Operating as before.
- December 18. Moored Great Sound Bermuda.
- December 19. Underway conducting training exercises.
- December 20. Operating as before. Dropped full pattern depth charges expending 9 Mark VII depth charges and 6 Mark VI depth charges.
- December 21. Moored Great Sound Bermuda. Conducted Part IV Damage control practice, USS NORMAN SCOTT DD690 assisting ship.
- December 22. Underway conducting A.S.W. exercises.
- December 23. Operating as before.
- December 24. Moored Great Sound Bermuda.
- December 25. Moored as before. Commander Task Group 23.1 conducted final material and personnel inspection of ship. Training period completed. Underway for post shakedown availability at Navy Yard Charleston, South Carolina.

011689

A16-8/DD590
Serial: 020

U.S.S. PAUL HAMILTON (DD590)
c/o Fleet Post Office
New York City, N.Y.

agk

C-O-N-F-I-D-E-N-T-I-A-L

5 January 1944.

Subject: War Diary - December 1943 (Continued).

December 26. Enroute Charleston S.C. Conducted four hour full power run (381 rpm). Dropped full pattern depth charges at minimum speed in accordance with current DesLant instructions. Expended 6 Mark VI depth charges and 5 Mark VII depth charges. Moored Navy Yard Charleston, South Carolina.

December 27. Navy Yard Availability, upkeep and repair.

December 28. " " " " "

December 29. " " " " "

December 30. " " " " "

December 31. " " " " "

L. G. May
L. G. MAY.

A16-3/DD590
Serial: 030

U.S.S. PAUL HAMILTON (DD590)
c/o Fleet Post Office
New York City, N.Y.

agk

DECLASSIFIED

C-O-N-F-I-D-E-N-T-I-A-L

3 February 1944.

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.

Subject: War Diary - January 1944.

Reference: (a) Cominch FF1/A12-1/A16-3, Serial 7152, 29 Oct. 1943.

1 - 7 January Post Shakedown Availability period. Moored
Navy Yard, Charleston, S.C.

7 - 8 January Underway singly enroute Naval Operating Base,
Norfolk, Virginia.

8 - 31 January Operating in Lower Chesapeake Bay area as a
unit of DD Training Organization. Temporarily
attached to ComDesRon 18.

25 January Fired Shore Bombardment Practice on Pone
Island, Chesapeake Bay. Expended 43 rounds
AA Common 5"/38 projectiles.

L. G. May
L. G. MAY.

Received

67043

FILED

AL6-3/DD590
Serial: 039

U. S. S. PAUL HAMILTON (DD590)
c/o Fleet Post Office
New York City, N.Y.

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F48
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C-O-N-F-I-D-E-N-T-I-A-L

3 March 1944.

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.

Subject: War Diary - February 1944.

Reference: (a) Cominch FF1/Al2-1/Al6-3, Serial 7152, 29 Oct. 1943.

- 1 - 6 February Operating under Commander Operational Training Command, Atlantic Fleet and ComDesRon 18, in Lower Chesapeake Bay Area, as a unit of DD afloat training unit.
- 6 - 27 February Commanding Officer, U.S.S. Paul Hamilton, relieved ComDesRon 18 as Commander DD afloat training unit - Operations continued as before.
- 17 February Fired Day Spotting practice expending 23 rounds 5"/38 AA common projectiles. Fired 90 rounds 40mm and 360 rounds 20mm ammunition at battle raft to test operation of guns.
- 18 February Fired AA "Baker" practice expending 50 rounds 5"/38 AA common projectiles. Fired AAMG practice "Hypo" expending 439 rounds 40mm and 1000 rounds 20mm ammunition.
- 22 February Fired AA practice "Hypo" expending 75 rounds 5"/38 AA common projectiles. Fired AAMG practice "T2" expending 157 rounds 40mm and 240 rounds 20mm ammunition.
- 23 February Fired SRP(B) expending 40 rounds 5"/38 BL&P projectiles. Fired AAMG practice "G" expending 475 rounds 40mm and 840 rounds 20mm ammunition.
- 25 February Fired AA practice "George" expending 44 rounds 5"/38 AA common projectiles. Fired AAMG practice "Hypo" expending 390 rounds 40mm and 490 rounds 20mm ammunition.
- 26 February Fired Shore Bombardment expending 54 rounds 5"/38 AA common projectiles.
- 27 - 29 February ComDesRon 18 resumed command of DD afloat training unit. Operations continued as before.

Recorded

66068

FILMED

L. G. MAY

Al6-3/DD590
Serial: 055

U. S. S. PAUL HAMILTON (DD590)
c/o Fleet Post Office
New York City, N.Y.

Reg. No. *None*
017348
R.S. No.

agk

F48

DECLASSIFIED

C-O-N-F-I-D-E-N-T-I-A-L

5 April 1944.

From: The Commanding Officer.
To : ✓ The Commander-in-Chief, United States Fleet.
Subject: War Diary - March 1944.
Reference: (a) Cominch FF1/Al2-1/Al6-3, Serial 7152, 29 Oct. 1943.

- 1 - 31 March Operating under Commander Operational Training Command, Atlantic Fleet and ComDesRon 18 in Lower Chesapeake Bay Area, as a unit of Destroyer Afloat Training Unit.
- 1 March Conducted Day Spotting Practice, expending 25 rounds 5"/38 caliber AA common projectiles, 430 rounds 40mm ammunition and 780 rounds 20mm ammunition.
- 3 March Conducted Local Control Battle Practice, expending 16 rounds 5"/38 caliber BL&P projectiles.
- 9 March Conducted Radar Calibration Practice, expending 60 rounds 5"/38 caliber AA common projectiles.
- 11 March Conducted Experimental Shore Bombardment Practice on Bloodsworth Island, expending 62 rounds 5"/38 caliber AA common projectiles.
- 22 March Commanding Officer U.S.S. Paul Hamilton relieved ComDesRon 18 as Commander Destroyer Afloat Training Unit.
- 28 March Conducted AA "B2" practice, expending 50 rounds 5"/38 caliber AA common projectiles. Conducted AA "Hypo" practice, expending 231 rounds 40mm ammunition and 600 rounds 20mm ammunition.
- 30 March Conducted Local Control Battle Practice, expending 16 rounds 5"/38 caliber BL&P projectiles.

Received

L. G. MAY
L. G. MAY.

69590

FILED

Al6-3/DD590
Serials 064
DECLASSIFIED

U. S. S. PAUL HAMILTON (DD590)
c/o Fleet Post Office
New York City, N.Y.

agk

77
10 JUN 1944

C-O-N-F-I-D-E-N-T-I-A-L

4 May 1944.

From: The Commanding Officer.
To : The Commander-in-Chief, United States Fleet.

Subject: War Diary - April 1944.

Reference: (a) Gominch FF1/Al2-1/Al6-3, Serial 7152, 29 Oct. 1943.

- 1 - 19 April Operating under Commander Operational Training Command, Atlantic Fleet, in lower Chesapeake Bay Area, as a unit of Destroyer Afloat Training Unit.
- 4 April Conducted AA Practice "S" expending 25 rounds 5"/38 caliber AA common projectiles.
- 6 April Conducted AA Practice "T" expending 42 rounds 5"/38 caliber AA common projectiles, 384 rounds 40mm ammunition and 720 rounds 20mm ammunition.
- 19 April Commanding Officer U.S.S. WALKER relieved the Commanding Officer U.S.S. PAUL HAMILTON as Commander Destroyer Afloat Training Unit. Entered Navy Yard, Norfolk, Virginia, for three (3) day availability.
- 23 April Left Navy Yard, Norfolk, availability completed, moored H.O.B., Norfolk, for supplies, fuel and provisions.
- 24 April Reported Commanding Officer, U.S.S. NIOBRARA (AO72) for duty as escort.
- 25 April Underway in company with U.S.S. STEWART (DE128) as a part of task force 29.6.1 escorting U.S.S. NIOBRARA (AO72) and U.S.S. ENORSE (AO69), enroute Norfolk, Virginia - Canal Zone via Aruba D.W.I. in accordance with operation order 1-44. Commanding Officer, U.S.S. NIOBRARA S.O.P.A.

2000 LCT Posit	35° 38.7'N	73° 37'W
26 Apr. 0800 Posit	35 53	70 77
1200 "	35 01.4	69 37.1
2000 "	33 09.5	69 34

74451

FILMED

Recorded

A16-3/DD590
Serial: 064

U. S. S. PAUL HAMILTON (DD590)
c/o Fleet Post Office
New York City, N.Y.

agk

C-O-N-F-I-D-E-N-T-I-A-L

4 May 1944.

Subject: War Diary - April 1944. (continued)

23 Apr. 0800	Posit	30°	11.2'N	69°	16' N
1200	"	29	08.5	69	02
2000	"	27	10	68	51.3
28 Apr. 0800	"	24	15.4	68	32.2
1200	"	23	13.7	68	16.7
2000	"	21	20.9	68	01.5
29 Apr. 0800	"	18	32	67	41.8
1200	"	17	48.7	68	21.4
2000	"	15	59.5	68	54
30 Apr. 0800	"	13	07.8	69	39

Arrived St. Nicholas, Aruba D.W.I.

L. G. May
L. G. MAY.

21 JUN 1944

DD590/A16-3
Serial: 071

U. S. S. PAUL HAMILTON (DD590)
c/o FPO, SAN FRANCISCO, CALIF.

:jpm

DECLASSIFIED

CONFIDENTIAL

4 June 1944.

CONFIDENTIAL

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subject: War Diary - May 1944.
Reference: (a) Cominch ltr. FF1/A12-1/A16-3, ser: 7152 of
29 October 1943.
(b) CinCPac conf. ltr. 2CL-44 of 1 January 1944.

T.U. 29.6.1
1 May 1944.

ZD(plus 4½)

Moored in St. Nicolas Bay, Aruba, N.W.I., with Task Unit 29.6.1, C.T.U. (Comdr. J. Martz, Jr., USNR) which consists of U.S.S. NIOBRARA (AO72), U.S.S. ENOREE (AO69), U.S.S. STEWART (DE238). At 1116 the task unit got underway for the Canal Zone by authority of Operation Order 1-44 of C.T.U. 29.6.1.

Position: 0800 - 13° 03' 30" N
71° 35' 50" W

T.U. 29.6.1
2 May 1944.

ZD(plus 4½)

At 1435 a sound contact with the echo ranging gear was picked up bearing 265°(T), range 2700 yards. We dropped a six (6) charge pattern with medium depth setting with negative results, and after thorough searching of the area we took station in screen. At 1500 changed to ZD(plus 5).

Position: 0800 - 12° 16' N
74° 37' 15" W
1200 - 11° 57' 15" N
75° 27' W
2000 - 11° 10' 45" N
77° 21' 50" W

T.U. 29.6.1
3 May 1944.

ZD(plus 5)

At 1207 we passed the breakwater at Coco Solo, Canal Zone and proceeded through the Panama Canal to N.O.B., Balboa, Canal Zone.

Position: 0800 - 10° 03' 30" N
79° 34' 25" W

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DD590/A16-3
Serial: 071

U. S. S. PAUL HAMILTON (DD590)
c/o FPO, SAN FRANCISCO, CALIF.

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4 June 1944.

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Subject: War Diary - May 1944.

T.G. 12.5
4-5 May 1944.

ZD(plus 5)

Moored as before in Balboa Harbor. At 1600 Task Group 12.5 consisting of U.S.S. NIOBRARA (AO72) C.T.G. (Comdr. Maits, USN), U.S.S. ENOREE (AO69) got underway for Pearl Harbor, T.H. in accordance with ComPacSeaFron despatch 051328.

Position: 2000 - 08° 13' 10" N
79° 28' 10" W

T.G. 12.5
6 May 1944.

ZD(plus 5)

One 300 pound Mk6 depth charge was accidentally discharged in 1000 fathoms of water at D.R. position: 07° 00' 70" N, 82° 01' 45" W.

Position: 0800 - 07° 02' N
81° 35' W
1200 - 7° 00' 00" N
82° 30' 45" W
2000 - 06° 49' 30" N

T.G. 12.5
7 May 1944

ZD(plus 5)

Position: 0800 - 07° 35' 00" N
87° 12' 12" W
1200 - 07° 55' 30" N
88° 02' 00" W
2000 - 08° 38' N
89° 40' W

T.G. 12.5
8 May 1944.

ZD(plus 5)

At 1530 changed Zone Description to (plus 6).

Position: 0800 - 09° 38' N
92° 18' W
1200 - 09° 57' 30" N
93° 18' 00" W
2000 - 10° 40' 00" N
95° 16' 20" W

DD590/A16-3
Serial: 071

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO SAN FRANCISCO, CALIF.

CONFIDENTIAL

4 June 1944

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Subject: War Diary - May 1944.

T.G. 12.5
9 May 1944

ZD(plus 6)

Positions: 0800 - 11° 40' N
 97° 47' 5" W
 1200 - 12° 12' N
 98° 43' W
 2000 - 12° 53' N
 100° 33' 45" W

T. G. 12.5
10 May 1944

ZD(plus 6)

At 1505 had SG radar contact bearing 284°(T), 37,300 yards which upon investigation proved to be the Norweigan whaler "Sir James Ross Clark".

Positions: 0800 13° 53' 10" N
 103° 13' 30" W
 1200 14° 07' N
 104° 11' W
 2000 14° 37' 30" N
 105° 56' W

T.G. 12.5
11 May 1944

ZD(plus 6)

At 1500 changed zone description to (plus 7)

Positions: 0800 15° 25' 00" N
 108° 33' 30" W
 1200 15° 48' N
 109° 31' 15" W
 2000 16° 16' 20" N
 11° 42' 45" W

T.G. 12.5
12 May 1944

ZD(plus 7)

Positions: 0800 16° 54' N
 114° 32' W
 1200 17° 11' N
 115° 28.7" W
 2000 17° 26' 50" N
 117° 25' 10" W

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO SAN FRANCISCO, CALIF.

DD590/A16-3
Serial: 071

4 June 1944

~~CONFIDENTIAL~~

Subject: War Diary - May 1944.

T.G. 12.5
13 May 1944

ZD(plus 7)

At 0840 commenced fueling from the U.S.S. ENOREE using the stern method.
At 1215 ceased fueling and maneuvered to resume position in convoy.
Received 85,775 gallons.

Positions: 0800 17° 59' 10" N
 120° 16' 10" W
 1200 18° 10' N
 120° 50' W
 2000 18° 29' 50" N
 122° 39' 30" W

T.G. 12.5
14 May 1944

ZD (plus 7)

At 1500 changed Zone Description to (plus 8).

Positions: 0800 19° 06' N
 125° 44' W
 1200 19° 15' 30" N
 126° 44' 20" W
 2000 19° 44' 30" N
 129° 00' 00" W

T.G. 12.5
15 May 1944

ZD (plus 8)

At 1400 fire anti-aircraft practice at balloons expending 261 rounds 40mm; and 720 rounds 20mm.

Positions: 0800 20° 21' 15" N
 132° 01' 00" W
 1200 20° 23' 40" N
 133° 13' 45" W
 2000 20° 40' 30" N
 135° 10' 15" W

A16-3/DD590
Serial: 071

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO SAN FRANCISCO, CALIF.

CONFIDENTIAL

4 June 1944

Subject: War Diary - May 1944

T.G. 12.5
16 May 1944

ZD(plus 8)

At 1510 fired anti-aircraft practice at balloons expending 100 rounds 40mm and 344 rounds 20mm.

Positions: 0800 21° 07' 50" N
138° 15' 35" W
1200 21° 16' 15" N
139° 26' 40" W
2000 21° 31' 30" N
141° 25' 25" W

T.G. 12.5
17 May 1944

ZD(plus 8)

At 1100 fired anti-aircraft practice expending 13 rounds 5"/38 cal. A.A. common. At 1500 changed Zone Description to (plus 9).

Positions: 0800 21° 57' 10" N
144° 34' 10" W
1200 21° 51.5' N
145° 36.5' W
2000 21° 51' N
147° 59' 20" W

T.G. 12.5
18 May 1944

ZD(plus 9)

At 1100 commenced firing anti-aircraft practice expending 6 rounds 5"/38 cal. A.A. common, 100 rounds 40mm ammunition and 240 rounds of 20mm ammunition. At 1500 changed Zone Description to (plus 9½).

Positions: 0800 21° 44' N
151° 07' W
1200 21° 43' 15" N
152° 12' 40" W
2000 21° 37' 30" N
154° 19' 45" W

Alb-3/DD590
Serial: 071

U. S. S. PAUL HAMILTON (DD590)
c/o WFO SAN FRANCISCO, CALIF.

wjm

CONFIDENTIAL

4 June 1944

Subject: War Diary - May 1944

T.G. 12.5
19-21 May 1944

ZD(plus $9\frac{1}{2}$)

Arrived at Pearl Harbor and at 1210 moored alongside U.S.S. HALL (DD583) in berth X-2, and was released from escort duty by C.T.G. 12.5.

21-24 May 1944

ZD(plus $9\frac{1}{2}$)

Shifted berths and moored alongside the U.S.S. PIEDMONT (AD17) for three days tender availability.

24-29 May 1944

ZD(plus $9\frac{1}{2}$)

Shifted berths to X-2.

29 May 1944

ZD(plus $9\frac{1}{2}$)

At 1430 we are underway from Pearl Harbor with Task Unit 16.6.6 in accordance with C.T.F. 16, Operation Order 102-44. The Task Unit consists of U.S.S. CAPPS (DD550), U.S.S. CHANDELEUR (AV10) (C.T.U., Captain W.K. Goodney, USN), U.S.S. MAZAMA (AE9) and U.S.S. ALDEBARAN (AF10).

Position: 2000 20° 37.3' N
158° 00.6' W

T.U. 16.6.6
30 May 1944

ZD(plus $9\frac{1}{2}$)

At 1925 changed Zone Description to (plus 10).

Positions: 0800 19° 07' N
160° 20.8' W
1200 18° 15' N
161° 11.5' W
2000 18° 18.6' N
163° 08.1' W

T.U. 16.6.6
31 May 1944

ZD(plus 10)

At 1925 changed Zone Description to (plus $10\frac{1}{2}$).

Positions: 0800 17° 16.2' N
105° 51.2' W
1200 16° 56.6' N
166° 58' W
2000 16° 15.5' N
168° 38.7' W

cc: CinCPac

L. G. MAY
L. G. MAY

DD590/A16-3
Serial: 074

U. S. S. PAUL HAMILTON (DD590)
c/o FPO, SAN FRANCISCO, CALIF.

Reg. No.	<i>Don</i>
R. S. No.	<i>4-116-1944</i>

DEC 1943

1 July 1944

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary - June 1944.
Reference: (a) CominCh ltr FF1/A12-1/A16-3, serial 7152 of
29 October 1943.
(b) CinCPac conf ltr 2CL-44 of 1 January 1944.

T.U. 16.6.6
1 June 1944

ZD (plus 10½)

Proceeding in company with Task Unit 16.6.6 consisting of
U.S.S. CHANDELEUR (AV10) (C.T.U. Capt. W.K. Goodney, USN), U.S.S.
ALDEBARAN (AF10), U.S.S. MAZAMA (AE9) with U.S.S. CAPPS (DD550),
and U.S.S. PAUL HAMILTON (DD590) as escorts in accordance with
CTF 16 Operational Order #102-44. At 1925 changed to Zone Descrip-
tion (plus 11).

Position:	0800	15-07 N
		171-26 W
	1200	14-47 N
		172-18 W
	2000	14-02 N
		174-11 W

T.U. 16.6.6
2 June 1944

ZD (plus 11)

At 1925 changed to Zone Description plus 11½.

Position:	0800	12-49 N
		176-54 W
	1200	12-28 N
		177-41 W
		11-38 N
		179-35 W

T.U. 16.6.6
3 June 1944.

ZD (plus 11½)

At 1925 changed to Zone Description plus 12.

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Positions:	0800	10-26 N
		177-48 E
	1200	10-01 N
		176-53 E
	2000	9-10 N
		174-03 E

DD590/A16-3
Serial: 074

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO, SAN FRANCISCO, CALIF.

CONFIDENTIAL

1 July 1944

Subject: War Diary - June 1944.

T.U. 16.6.6
4 June 1944

ZD (plus 12)

At 1400 U.S.S. MAZAMA (AE9) proceeded independently from Task Unit to enter the harbor at Majuro Atoll.

Positions:	0800	07-50 N
		172-33 E
	1200	7-00 N
		172-00 E
	2000	7-53 N
		170-07 E

T.U. 16.6.6
5 June 1944

ZD (plus 12)

Arrived at Kwajalein Atoll and was detached from Task Unit 16.6.6 and assigned temporary duty with Task Group 57.7.

T.G. 57.7
6 June 1944

ZD (plus 12)

Anchored at Kwajalein Atoll.

T.G. 57.7
7 June 1944.

ZD (plus 12)

At 0100 changed date to 8 June 1944 and Zone Description to minus 11.

T.G. 57.7.
8-9 June 1944

ZD (-11)

Anchored at Kwajalein Atoll.

T.G. 57.7
10 June 1944

ZD (-11)

Detached from temporary duty with Task Group 57.7 and proceeding to Eniwetok Atoll in accordance with Port Director's (Kwajalein) despatch 090102.

Positions:	1200	8-50 N
		167-42 E
	2000	8-48 N
		165-27 E

11 June 1944

ZD (-11)

Arrived at Eniwetok Atoll and reported to C.T.U. 16.7.1.

DD590/A16-3
Serial: 074

U. S. S. PAUL HAMILTON (DD590) wja
c/o FPO, SAN FRANCISCO, CALIF.

CONFIDENTIAL

1 July 1944

Subject: War Diary - June 1944.

11 June 1944 (contd) Position: 0800 11-08 N
162-45 E

12 June 1944

ZD -11

Anchored at Eniwetok Atoll.

13 June 1944

ZD -11

At 0640 got underway in accordance with Operation Order 115-44 and took station in Task Unit 16.7.1 consisting of USS SARANAC (AO74), (CTU 16.7.1), USS NESHANIC (AO 71), USS SAUGATUCK (AO75), USS SWEARER (DE186), and USS MILES (DE183).

Positions: 1200 11-30 N
161-31.2 E
2000 12-05 N
159-51 E

T.U. 16.7.1
14 June 1944

ZD -11

At 1300 changed Zone Description to -10.

Positions: 0800 12-49 N
157-08 E
1200 12-59 N
156-13 E
2000 13-22 N
154-15 E

T.U. 16.7.1
15 June 1944

ZD -10

USS NESHANIC (AO71) left formation with USS EVANS (DD552) on duty assigned.

Positions: 0800 13-59 N
151-29 E
1200 14-12 N
150-39 E
2000 14-05 N
148-48 E

DD590/A16-3
Serial: 074

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO, SAN FRANCISCO, CALIF.

CONFIDENTIAL

1 July 1944

Subject: War Diary - June 1944.

T.U. 16.7.1
16 June 1944

ZD -10

Arrived in the fueling areas east of the Marianas and commenced fueling various of U.S. Task Group 53.15.

Positions:	0800	13-55 N
		140-30 E
	1200	13-57 N
		146-43.5 E
	2000	13-52.2 N
		149-19 E

T.U. 16.7.1
17 June 1944

ZD -10

The fueling units commenced fueling units of Task Group 50.17. At 1800 C.T.G. 52.14 reported unidentified planes bearing 180(T) range 32 miles and fired on dive bombers of "JUDY" class, and torpedo planes of "BETTY" class when they closed range. There was no definite, concentrated attack on T.U. 16.7.1.

Positions:	0800	14-05 N
		146-06 E
	1200	14-38 N
		146-00 E
	2000	15-24 N
		146-39 E

T.G. 50.17
18 June 1944

ZD -10

Proceeded in company with T.G. 50.17 consisting of USS HENLEY (DD553) (CTG 50.17), USS EVANS (DD552), USS STEARER (DE186), USS MILES (DE183) which screened T.U. 16.7.1. At 1630 ship went to General Quarters; enemy planes bearing 215(T), range 42 miles. At 1648 USS NESHANIC (AO71) was hit by dive bomber of "JUDY" type which resulted in a fire that was brought under control at 1651. At 1710 USS SARANAC (AO74) was hit by dive bomber and caught afire; and shortly after lost headway and stopped. Enemy planes opened range and withdrew from the area of the Task Unit. Task Unit remained in near vicinity of the USS SARANAC to give assistance when needed.

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO, SAN FRANCISCO, CALIF.

DD590/A16-3
Serial: 074

1 July 1944

CONFIDENTIAL

Subject: War Diary - June 1944.

18 June 1944 (contd)

Positions:	0800	14-48 N
		145-58 E
	1200	14-53 N
		145-57 E
	2000	14-15 N
		146-12 E

T.G. 50.17
19 June 1944

ZD -10

Positions:	0800	15-36 N
		147-13 E
	1200	15-38 N
		147-40E
	2000	15-48 N
		147-02 E

T.G. 50.17
20 June 1944

ZD -10

At 1400 screen commenced taking station on T.U. 16.7.6.
CTG 58.4 in command at Task Group disposition.

Positions:	0800	15-26 N
		147-05 E
	1200	15-26 N
		147-38.6 E
	2000	15-32 N
		147-07 E

T.U. 16.7.6
21 June 1944

ZD -10

Positions:	0800	15-43 N
		144-34 E
	1200	15-40 N
		143-47 E
	2000	15-37 N
		143-00 E

DD590/A16-3
Serial: 074

U. S. S. PAUL HAMILTON (DD590) wjm
o/o FPO, SAN FRANCISCO, CALIF.

1 July 1944

CONFIDENTIAL

Subject: War Diary - June 1944

25 June 1944 (contd)

Order #5 of C.T.G. 50.17 dated 24 June 1944. Ships in screen were USS
MANLOVE (DE36), USS WHITMAN (DE24), USS MITCHELL (DE43).

Positions:	0800	14-13 N
		151-05 E
	1200	14-03 N
		151-54 E
	2000	13-44 N
		153-41 E

T.U. 16.7.5
26 June 1944

ZD -10

At 1300 changed Zone Description to -11.

Positions:	0800	13-10 N
		156-30 E
	1200	13-02 N
		157-17 E
	2000	12-40 N
		158-46 E

T.U. 16.7.5
27 June 1944

ZD -11

At 1600 arrived at Eniwetok Atoll.

Positions:	0800	12-11 N
		161-37 E
	1200	11-52.5 N
		162-20 E

28-30 June 1944

ZD -11

Anchored at Eniwetok Atoll.


L. G. MAY

cc: CinCPac

116-3/DD590
Serial: 076

DECLASSIFIED

CO Reg 107
U. S. S. PAUL HAMILTON (DD590) wjm
% FPO, SAN FRANCISCO, CALIF.

19 June 1944.

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet
Via: (1) Commander Destroyer Squadron Fifty-one (51).
(2) Commander Destroyers, U. S. Pacific Fleet.
(3) Commander in Chief, U.S. Pacific Fleet.
Subject: Anti-aircraft action by surface ship - report of.
Reference: (a) Cincpac conf ltr 2CL of 1 January 1944.
(b) Despac restr serial 2812 of 12 April 1944.
Enclosure: / (A) A.A. Action Report dated 17 June 1944.
/ (B) A.A. Action Report dated 18 June 1944.

1. In accordance with references (a) and (b), enclosures (A) and (B) are forwarded herewith.

L. G. May
L. G. MAY

no. 1.
1 03345

REVISED FORM FOR REPORTING AA ACTION BY SURFACE SHIPS

Location of ship (area) 40 mi. S.E. of Saipan USS PAUL HAMILTON (DD590)

Zone Time -10. DATE 18 June 1944

- (a) REPEL ATTACK FIRST - then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S.Fleet.

1. Surprise attack (yes-no) No Day-night Day
2. Method picking plane up (Radar, binoculars, naked eye) Radar
3. Range plane was picked up (50, 30, 10, less than 5 miles) 50 miles
4. Total number of planes observed Six (6) Type "JUDY"
5. Number of planes attacking own ship One (1) Type "JUDY"
6. Number of planes taken under fire by own ship Six (6)
 - (a) Of those attacking own ship One (1) Type "JUDY"
 - (b) Others Five (5) Type "JUDY"
7. Speed and altitude of approach in knots and feet 200 knots 5,000 ft.
8. Number of guns firing-by caliber 5-5"/38; 10-40MM; 7-20MM
9. Ammunition expended 5"/38 73 rds; 40MM 504 rds; 20MM 720 rds.
10. Percent service allowance expended 5"/38 3%; 40MM 4%; 20MM 3%
17-37 100%.
11. Method of control 14 Method of spotting 14
Method of ranging 14 Method of firing Director Fire
12. Approximate time-tracking to first shot 8 seconds
13. Approximate time of first hits 40MM 15 seconds
14. Approximate time first shot to last shot one half hour

-1-

Enclosure (3) 14 Add descriptive text on additional sheet if required to clarify

FORM FOR REPORTING AN ACTION BY SURFACE SHIPS
(Page 2)

15. Approximate position angle of open fire 30°
16. Approximate position angle cease fire 0°
17. Approximate bearing first shot 200°(T) - 100°(R)
18. Approximate bearing last shot 315°(T) - 220°(R)
19. Approximate range first shot 4,500 yds Alt. of plane 4,000 ft
20. Approx. minimum range aircraft approached 2000 yds Altitude 1000 ft
21. Approximate range last shot 5000 yds Altitude of plane 500 ft
22. Approximate altitude of bomb release 1000 ft Size of bomb 100 lb.
23. Approximate range torpedo release none Size of torpedo none
24. Number hits on ship by bombs none by torpedoes none Was ship strafed? Yes
Size gun none
25. Number near bomb misses damaging ship 1 miss not damaging ship.

26. Planes shot down:
- | | SURE
(By own ship alone) | SURE
(Assist) | PROBABLE | DAMAGED |
|--------------------------------|-----------------------------|------------------|----------|---------|
| (a) Those attacking own ship.. | <u>one (1)</u> | | | |
| (b) Other aircraft..... | | | | |

(An aircraft is considered destroyed "Sure" when, as result of own ship's fire: 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out.)

(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ships.)

(An aircraft is considered probably destroyed when, as a result of ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely.)

(An aircraft is considered damaged when, as result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims.)

27. Best estimate of size gun or guns responsible for each "Sure" 40mm
28. Estimate of ammunition (excellent, good, bad, poor) Excellent
29. Losses in material captured in this action? 17
30. (a) Indicate direction of attack relative ship's head
(b) Indicate relative position of gun.
(c) Indicate own maneuvers.

END REPORT ON ADDITIONAL SHEET.

U. S. S. PAUL HAMILTON (DD590)
c/o FPO SAN FRANCISCO, CALIF.

CONFIDENTIAL

Enclosure to A.A. Action Report
Dated 18 June 1944.

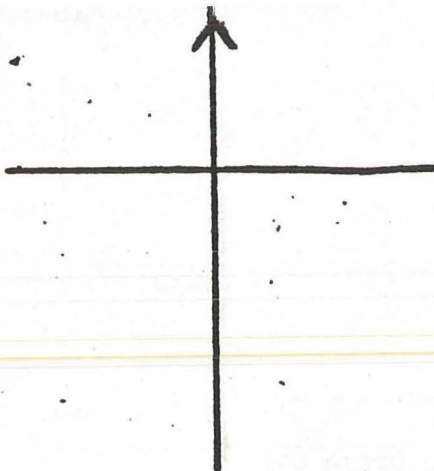
18 June 1944

Lookouts on three ships in unit reported seeing enemy plane crash and burn on the horizon, range approximately 12,000 yards. It was observed from this ship by lookouts and bridge personnel.

This ship's after 40 m.m. battery was firing on two of the attacking planes. Immediately after "cease firing" was sounded the enemy plane which crashed and burned was observed on the same bearing as the 40 m.m. guns ceased firing.

1 03345

2302



Ship Went to G.G. 1631
Pos. 14-45-30 N
D.R. 146-16-60 E

1700 - D.R. Pos. 14-45-55 N
146-19-20 E

Appx. Pos. SAGATUCK
WHEN HIT
171040

Raid #3
Commenced fire 1710
Ceased fire 171045
D.R. Pos. 14-44-40 N
146-21-00 E

Appx. position
VESIANIC Hit
1640

- Raid #1
Commenced fire 163920
Ceased fire 164100
D.R. Pos. 14-44-30 N
146-17-00 E

RAID #2
Commenced fire 164230
Ceased fire 1644

DEAD RECKONING TRACK
SCALE - 1" = 2000 yds.

DATE JUNE 18, 1944

Reg. No. 120

J. S. No. 20

DD590/Al6-3

Serial: -077

U. S. S. PAUL HAMILTON (DD590)
c/o FPO, SAN FRANCISCO, CALIF.

1 August 1944

DECLASSIFIED
C*O*N*F*I*D*E*N*T*I*A*L

CONFIDENTIAL

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.

Subject: War Diary - July 1944.

Reference: (a) Cominch ltr FF1/Al2-1/Al6-3, ser: 7152 of
29 October 1943.
(b) CinCPac conf ltr 2CL-44 of 1 January 1944.

1 July 1944

ZD (-11)

Anchored at Eniwetok Atoll, Marshall Islands.

T.U. 16.7.5

2 July 1944

ZD (-11)

At 0830 underway with Task Unit 16.7.5 in accordance with secret despatch 010904 of July 1944 from SCOFA, Eniwetok Atoll. T.U. 16.7.5 consisting of U.S.S. SCHUYLKILL (AO76) (CTU 16.7.5), U.S.S. TALLULAH (AO50), U.S.S. PECOS (AO65), U.S.S. SAMUEL S MILES (DE183), U.S.S. HILBERT (DE742), and U.S.S. PAUL HAMILTON (DD590). This ship was screen commander. At 1550 U.S.S. SAMUEL S MILES (DE183) left the Task Unit to return to Eniwetok Atoll to investigate possible trouble with bilge keel.

Positions: 1200 11-49 N
162-27 E
2000 12-23 N
160-51 E

T.U. 16.7.5

3 July 1944

ZD (-11)

Changed Zone Description to minus 10.

Positions: 0800 13-03 N
158-10 E
1200 13-11 N
157-20 E
2000 13-32 N
155-11 E

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U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO, SAN FRANCISCO, CALIF.

DD590/A16-3
Serial: 077

1 August 1944

~~CONFIDENTIAL~~

Subject: War Diary - July 1944

T.U. 16.7.5
4 July 1944

ZD (-10)

Positions:	0800	14-05 N
		152-25 E
	1200	14-21 N
		151-42 E
	2000	14-57 N
		149-50 E

T.U. 16.7.5
5 July 1944

ZD (-10)

At 1440 Task Unit 16.7.5 joined Task Group 50.17. Disposition included U.S.S. HENLEY (DD553) (C.T.G. 50.17), U.S.S. KASKASKIA (AO27), U.S.S. SCHUYLKILL (AO76), U.S.S. PECOS (AO65), U.S.S. TALLULAH (AO50), U.S.S. CIMARRON (AO22), U.S.S. PLATTE (AO24), U.S.S. GUADALUPE (AO32), U.S.S. CALIENTE (AO53), and U.S.S. SABINE (AO25). Anti-Submarine Screen consisting of U.S.S. HALL (DD683), U.S.S. ZANE (DMS14), U.S.S. HILBERT (DE742), U.S.S. RIDDLE (DE185), U.S.S. WESSON (DE184), and U.S.S. PAUL HAMILTON (DD590).

Positions:	0800	15-32 N
		147-51 E
	1200	15-33 N
		148-49 E
	2000	15-24 N
		148-25 E

T.G. 50.17
6 July 1944

ZD (-10)

At 1919 U.S.S. WATERMAN (DE740) had sound contact and dropped charges. At 1925 U.S.S. D.W. TAYLOR (DD551) left screen to assist the U.S.S. WATERMAN (DE740) in attack on submarine contact. There were no definite results obtained from the attacks; both ships were instructed by the C.T.C. to remain in the vicinity.

Positions:	0800	15-38 N
		147-11 E
	1200	15-31 N
		147-46 E
	2000	15-54 N
		147-50 E

DD590/A16-3
Serial: 077

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO, SAN FRANCISCO, CALIF.

1 August 1944

CONFIDENTIAL

Subject: War Diary - July 1944.

T.G. 50.17
7 July 1944

ZD (-10)

At 0145 U.S.S. HILBERT (DE742) reported sound contact and left screen to investigate. At 0220 U.S.S. HILBERT (DE742) returned to screen and reported that the contact was doubtful. At 1148 left disposition and proceeded to relieve the U.S.S. D.W. TAYLOR (DD551) on assigned anti-submarine search in conjunction with U.S.S. WATERMAN (DE740). At 1353 proceeded to rejoin screen in accordance with orders from C.T.G. 50.17.

Positions:	0800	15-51 N
		147-44 E
	1200	15-33 N
		148-02 E
	2000	15-15 N
		147-30 E

T.G. 50.17
8 July 1944

ZD (-10)

Positions:	0800	14-58 N
		146-32 E
	1200	15-02 N
		147-06 E
	2000	15-14 N
		147-12 E

T.G. 50.17
9 July 1944

ZD (-10)

At 1700 U.S.S. PECOS (AO65) and U.S.S. LAMONS (DE743) left Task Group upon independent duty.

Positions:	0800	15-44 N
		147-46 E
	1200	15-33 N
		148-29 E
	2000	15-35 N
		147-55 E

DD590/A16-3
Serial: 077

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO, SAN FRANCISCO, CALIF.

CONFIDENTIAL

1 August 1944

Subject: War Diary - July 1944

T.G. 50.17
10 July 1944

ZD (-10)

At 1030 U.S.S. GUADALUPE (AO32) and U.S.S. RIDDLE (DE185) detached by C.T.G. 50.17 to proceed on duty assigned. At 1805 U.S.S. MONONGAHELA (AO42), U.S.S. MILLICOMA (AO73), U.S.S. PATUXENT (AO44), U.S.S. SAMUEL S. MILES (DE183), U.S.S. SWEARER (DE186), and U.S.S. EVANS (DD552) joined Task Group.

Positions:	0800	15-26 N
		147-45 E
	1200	14-46 N
		148-24 E
	2000	15-37 N
		147-45 E

T.G. 50.17
11 July 1944

ZD (-10)

At 1830 U.S.S. PATUXENT (AO44) and U.S.S. LAMONS (DE743) detached from T.G. 50.17 by orders of C.T.G. 50.17.

Positions:	0800	15-28 N
		148-28 E
	1200	15-37 N
		147-38 E
	2000	15-10 N
		147-46 E

T.G. 50.17
12 July 1944

ZD (-10)

At approximately 0700 T.G. 50.17 commenced fueling operations with T.G. 58.1. At approximately 1300 T.G. 58.1 completed fueling operations. At 1555 U.S.S. MILLICOMA (AO73) and U.S.S. WATERMAN (DE740) were detached from T.G. 50.17 by orders of C.T.G. 50.17 to proceed on duty assigned.

Positions:	0800	13-53 N
		140-50 E
	1200	13-50 N
		147-19 E
	0800	14-24 N
		147-34 E

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO, SAN FRANCISCO, CALIF.

DD590/A16-3
Serial: 077

1 August 1944

CONFIDENTIAL

Subject: War Diary - July 1944

T.G. 50.17
13 July 1944

ZD (-10)

At approximately 0700 T.G. 50.17 commenced fueling operations with T.G. 58.2. At approximately 1400 T.G. 58.2 completed fueling operations and departed from T.G. 50.17. At 1759 U.S.S. HALL (DD583), U.S.S. LANOMS (DE740), U.S.S. CIMARRON (AO22), U.S.S. SABINE (AO25), and U.S.S. PECOS (AO65) were detached from T.G. 50.17 and proceeded independently as per order of C.T.G. 50.17.

Positions:	0800	13-48 N
		145-57 E
	1200	12-47.2 N
		146-35 E
	2000	14-15.5 N
		147-32 E

T.G. 50.17
14 July 1944

ZD (-10)

Proceeding in company of Task Group 50.17 now consisting of U.S.S. SCHUYLKILL (AO76), U.S.S. KASKASKIA (AO27), U.S.S. TALLULAH (AO50), and U.S.S. MONONGAHELA (AO42); and screen consisting of U.S.S. HENLEY (DD553) (C.T.G. 50.17), U.S.S. SWEARER (DE186), U.S.S. HILBERT (DE742), U.S.S. SAMUEL S. MILES (DE183), U.S.S. PAUL HAMILTON (DD590), U.S.S. EVANS (DD552), and U.S.S. WATERMAN (DE740).

Positions:	0800	15-32.3 N
		148-09 E
	1200	15-28 N
		148-41 E
	2000	15-25 N
		147-57 E

T.G. 50.17
15 July 1944

ZD (-10)

At 0652 U.S.S. WATERMAN (DE740) left on duty assigned. At 2022 T.U. 16.2.2 consisting of U.S.S. CAPPS (DD550), U.S.S. HEAVER (DE741), U.S.S. BANGUST (DE739), U.S.S. NEOSHO (AO48), and U.S.S. LACKAWANA (AO40) joined T.G. 50.17.

Positions:					
0800	15-45 N	1200	15-27 N	2000	15-16.8 N
	146-42 E		147-13 E		148-18 E

DD590/A16-3
Serial: 077

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO, SAN FRANCISCO, CALIF.

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1 August 1944

Subject: War Diary - July 1944.

T.G. 50.17
16 July 1944

ZD (-10)

At 0842 an unidentified plane was closing range, C.T.G. 50.17 informed screening vessels to take Cruising Anti-Aircraft Formation 17V and all ships went to General Quarters. The plane was identified as friendly and screening ships returned to their anti-submarine screen stations.

Positions:	0800	15-22 N
		146-55 E
	1200	15-25 N
		147-23 E
	2000	14-41 N
		147-14 E

T.G. 50.17
17 July 1944

ZD (-10)

At approximately 0700 T.G. 50.17 rendezvoused with T.G. 58.1 and commenced fueling various units of that Task Group. At 1102 U.S.S. HILBERT (DE742) and U.S.S. KASKASKIA (AO27) were detached from T.G. 50.17 and proceeded to Eniwetok Atoll. At 1130 T.G. 58.1 completed fueling and U.S.S. SAMUEL MILES (DE183) and U.S.S. LACKAWANA (AO40) were detached from T.G. 50.17 and proceeded independently. At 1200 Task Group 58.2 commenced fueling. At 1700 completed fueling Task Group 58.2 which departed to the westward; and T.G. 50.17 formed anti-submarine cruising disposition.

Positions:	0800	13-20 N
		146-29-E
	1200	13-31 N
		147-00 E
	2000	13-44 N
		148-06 E

T.G. 50.17
18 July 1944

ZD (-10)

At 0300 U.S.S. SWEARER (DE186) was detached from T.G. 50.17 by orders of C.T.G. 50.17 and proceeded independently. At 1100 T.U. 16.7.1 consisting of U.S.S. NESHANIC (AO71), U.S.S. SAUGATUCK (AO75), U.S.S. ENOREE (AO69), U.S.S. SIBEC (AO87) and escorts U.S.S. SWEARER (DE186), U.S.S. WHITEMAN (DE24), U.S.S. FAIR (DE35), and U.S.S. MANLOVE (DE36) joined T.G. 50.17 and were designated as part of T.G. 50.17 by C.T.G. 50.17. At 2049 radar contact identified as U.S.S. SAMUEL S. MILES (DE183) was ordered to join Task Group. At 2225 radar contact identified as U.S.S. EVANS (DD552) and U.S.S. MANLOVE (DE36) joined Task Group.

A16-3/DD590
Serial: 077

U. S. S. PAUL HAMILTON (DD590) wjm
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1 August 1944

Subject: War Diary - July 1944.

18 July (cont'd.)

Positions	0800	14-03 N
		140-13 E
	1200	14-04.2 N
		146-42 E
	2000	13-53.3 N
		147-24.5 E

T.G. 50.17
19 July 1944

ZD (-10)

At approximately 1230 T.U. 16.7.6 consisting of U.S.S. TAPPAHANNOCK (AO43), U.S.S. MARIAS (AO57), U.S.S. MANATEE (AO58) and screening vessels U.S.S. D.W. TAYLOR (DD551), U.S.S. MITCHELL (DE43), U.S.S. WESSON (DE184) joined T.G. 50.17 and were designated as part of T.G. 50.17 by CTG 50.17. At 1703 U.S.S. NEOSHO (AO48) and U.S.S. SAMUEL S. MILES (DE183) were detached from T.G. 50.17 by authority of CTG 50.17.

Positions:	0800	13-58 N
		145-55 E
	1200	14-00 N
		140-30 E
	2000	14-03.4 N
		147-47 E

T.G. 50.17
20 July 1944

ZD (-10)

At 1855 U.S.S. NESHANIC (AO71) and U.S.S. SWEARER (DE186) left Task Group to proceed independently by authority of CTG 50.17.

Positions:	0800	14-12 N
		146-01 E
	1200	14-16 N
		146-40.2 E
	2000	14-19 N
		148-16.5 E

T.G. 50.17
21 July 1944

ZD (-10)

Task Force disposition spent most of the day fueling escorts.

A16-3/DD590
Serial: 077

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO, SAN FRANCISCO, CALIF.

1 August 1944

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Subject: War Diary - July 1944.

21 July (cont'd).

Positions:	0800	14-36 N
		146-44 E
	1200	14-33 N
		147-30 E
	2000	13-33 N
		146-29 E

T.G. 50.17
22 July 1944

ZD (-10)

In early morning commenced changing tanker and escort disposition to form fueling disposition for T.G. 58.3 and T.G. 58.4. The fueling operation took most of the day to complete. In accordance with CTG 50.17 Operational Order M-19 220432 of July 1944, U.S.S. SCHUYLKILL (AO76) as CTU 16.7.5, U.S.S. TALLULAH (AO50), U.S.S. STEARER (DE186) and this ship were detached from TG 50.17 to proceed to Eniwetok Atoll.

Positions:	0800	12-09 N
		145-27 E
	1200	12-13.6 N
		146-01.5 E
	2000	12-22 N
		147-12 E

T.U. 16.7.5
23 July 1944

ZD (-10)

Proceeding as before.

Positions:	0800	12-28 N
		150-00 E
	1200	12-35.6 N
		150-52.5 E
	2000	12-20 N
		152-40 E

T.U. 16.7.5
24 July 1944

ZD (-10)

By permission of CTU this ship fired at helium filled balloons expending 260 rounds-40mm and 780 rounds-20mm ammunition with very pleasing results. At 2000 changed Zone Description to (-11).

A16-3/DD590
Serial: 077

U. S. S. PAUL HAMILTON (DD590) wjm
c/o FPO, SAN FRANCISCO, CALIF.

CONFIDENTIAL

1 August 1944

Subject: War Diary - July 1944.

24 July (cont'd)

Positions:	0800	12-03 N
		155-31 E
	1200	11-54 N
		180-25 E
	2000	11-44.5 N
		158-11.8 E

T.U. 16.7.5
25 July 1944

ZD (-11)

Arrived at Eniwetok Atoll and was detached from TU 16.7.5.

Positions:	0800	11-20.2 N
		160-54 E
	1200	11-18 N
		161-49 E

26-27 July 1944

ZD (-11)

Anchored in Eniwetok Atoll.

28 July 1944

ZD (-11)

In accordance with SCOPA Eniwetok Atoll despatch 262233 of July 1944, proceeded to rendezvous with T.U. 16.7.3 consisting of U.S.S. KASKASKIA (AO27), U.S.S. SABINE (AO25), U.S.S. PATUENT (AO44) with escorts U.S.S. SWEARER (DE186) and U.S.S. PAUL HAMILTON (DD590) as CTU 16.7.3, and then proceeded westward to rendezvous with T.G. 50.17 in the waters surrounding Guam.

Positions:	2000	11-16.5 N
		161-54.5 E

T.U. 16.7.3
29 July 1944

ZD (-11)

Proceeding as before. At 1900 changed Zone Description to (-10).

Positions:	0800	11-42 N
		158-49 E
	1200	11-42 N
		157-52 E
	2000	12-26 N
		155-44 E

Al6-3/DD590
Serial: 077

U. S. S. PAUL HAMILTON (DD590) wjm
FPO SAN FRANCISCO, CALIF.

1 August 1944

CONFIDENTIAL

Subject: War Diary - July 1944.

T.U. 16.7.3
30 July 1944

ZD (-10)

Test fired all guns expending ten (10) rounds 5"/38 cal.,
twenty (20) rounds 40mm, and eighty-seven (87) rounds 20mm.

Positions:	0800	12-59	N
		152-28	E
	1200	13-06.7	N
		151-27	E
	2000	13-22.5	N
		149-29.5	E

T.U. 16.7.3
31 July 1944

ZD (-10)

At 0330 U.S.S. WESSON (DE184) joined disposition and as soon as it was light enough, passed Officer Messenger Mail addressed to CTU 16.7.3. In accordance with orders from CTG 50.17 dated 30 July 1944 USS WESSON (DE184) and USS PATUXENT (AO44) were detached from 16.7.3 to proceed as ordered. In accordance with orders from CTG 50.17. Task Unit 16.7.3 was ordered to proceed with all available speed for rendezvous at transport area off Agat, Guam to deliver USS KASKASKIA (AO27) and USS SABINE (AO25) to CTG 53.2. Upon arrival at destination USS PAUL HAMILTON (DD590) and USS SWEARER (DE186) were detached by visual despatch from CTG 53.2 (311636K of July 1944) to rejoin TG 50.17.

Positions:	0800	13-31	N
		146-15	E
	1200	13-48	N
		145-11.8	E
	2000	13-41	N
		144-41	E

L. G. May
L. G. MAY

cc: CinCPac

U. S. S. PAUL HAMILTON (DD590)
c/o Fleet Post Office,
San Francisco, Calif.

Reg. No. 17

R. S. No.

DD590/A16-3

Serial 1084

DECLASSIFIED

C*O*N*F*I*D*E*N*T*I*A*L

1 September 1944

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.

Subject: War Diary - ^{Aug.} ~~July~~ 1944.

Reference: (a) Cominch ltr FF1/A12-1/A16-3, ser: 7152 of
29 October 1943.
(b) CinCPac conf ltr 2CL-44 of 1 January 1944.

1 August 1944

ZD (-10)

Having departed Agat Bay, Guam, the previous afternoon the U.S.S. SWEARER (DE186) and this ship proceeded eastward to rendezvous with T.G. 50.17. At 0430 made radar contact with T.G. 50.17 which consisted of the following ships: USS PLATTE (AO24), USS CALIENTE (AO53), USS MASCOMA (AO83), USS CAHABA (AO82), USS CIMARRON (AO22), USS CACHE (AO67), and screening ships: USS HALL (DD583), ComDesRon 51 in USS HALL, USS DAVID W. TAYLOR (DD551), USS WATERMAN (DE740), USS LAMONS (DE743), USS WESSON (DE184), USS RIDDLE (DE185), USS HILBERT (DE742), USS SWEARER (DE186), USS MITCHELL (DE43), USS WILEMAN (DE22), and USS JOHN D. HENLEY (DD553), C.T.G. in USS JOHN D. HENLEY. At 1320 USS DAVID W. TAYLOR (DD551) was detached from T.G. 50.17 as O.T.C. in company with USS CALIENTE (AO53), USS MASCOMA (AO83), USS CAHABA (AO82), USS CACHE (AO67), and escorts as follows: USS WESSON (DE184), USS MITCHELL (DE43), USS WILEMAN (DE22), in accordance with orders of C.T.G. 50.17. The remainder of T.G. 50.17 cruised on various courses and speeds in the fueling areas east of the Marianas.

Positions

0800	13-38 N	1200	13-40 N	2000	14-16 N
	146-41 E		147-12 E		146-45.5 E

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U. S. S. PAUL HAMILTON (DD590)
c/o Fleet Post Office,
San Francisco, Calif.

DD590/A16-3
Serial: 084

1 September 1944

CONFIDENTIAL

Subject: War Diary - August 1944.

T.G. 50.17
2 August 1944

ZD (-10)

During the afternoon units of T.G. 50.17 fueled T.G.
58.1 and T.G. 58.3.

Positions

0800	14-51 N	1200	15-16.5 N	2000	15-54.5 N
	144-59 E		145-30.5 E		145-55.5 E

T.G. 50.17
3 August 1944

ZD (-10)

Screening vessels of T.G. 50.17 received fuel from
various oilers of the Task Group.

Positions

0800	14-49.9 N	1200	14-43.2 N	2000	14-36 N
	146-31.6 E		147-14 E		146-26 E

T.G. 50.17
4 August 1944

ZD (-10)

At 1600 USS HALL (DD583) and USS MARIAS (AO57) proceeded
independently as per orders of C.T.G. 50.17.

Positions

0800	13-33 N	1200	13-48 N	2000	14-30 N
	144-22 E		144-24 E		145-13.3 E

T.G. 50.17
5 August 1944

ZD (-10)

USS WATEMAN (DE740) proceeded independently on duty assigned by
C.T.G. 50.17.

Positions

0800	13-41 N	1200	13-48 N	2000	13-50 N
	146-26 E		144-24 E		147-10 E

DD590/A16-3
Serial: 084

U. S. S. PAUL HAMILTON (DD590)
c/o Fleet Post Office,
San Francisco, Calif.

1 September 1944

CONFIDENTIAL

Subject: War Diary - August 1944.

T.G. 50.17
6 August 1944

ZD (-10)

Upon orders of C.T.G. 50.17, Task Unit 16.7.8 consisting of USS SCHUYLKILL (AO76), C.T.G. 16.7.8, USS PECOS (AO65), USS MILLICOMA (AO73) with USS EVANS (DD552), USS FAIR (DE35), and USS SWEARER (DE186) as escorts were detached from T.G. 50.17.

Positions

0800	14-07.5 N	1200	13-53 N	2000	14-06 E
	145-45 E		146-13.5 E		146-33 N

T.G. 50.17
7 August 1944

ZD (-10)

Task Unit 16.7.8 consisting of the ships that departed yesterday rejoined and took appropriate stations. T.G. 50.17 fueled various units of T.G. 58.7 during the afternoon. At 1720 USS RIDDLE (DE185) and USS PECOS (AO65) were detached by C.T.G. 50.17 to proceed independently on duty assigned.

Positions

0800	15-47.5 N	1200	16-01.6 N	2000	15-36.8 N
	146-57 E		147-15 E		147-00 E

T.G. 50.17
8 August 1944

ZD (-10)

During the morning escorts were fueled from various tankers of the disposition.

Positions

0800	13-34 N	1200	13-30 N	2000	14-01.8 N
	146-03.8 E		146-37 E		146-52 E

T.G. 50.17
9 August 1944

ZD (-10)

During the afternoon Task Unit 16.7.8 consisting of the USS SCHUYLKILL (AO76), C.T.G. 16.7.8, USS TOMAHAWK (AO88), USS MILLICOMA (AO73), USS PAUL HAMILTON (DD590), USS LAMONS (DE743), and USS HILBERT (DE742) were detached from T.G. 50.17 in accordance with Operations Order M-33, to proceed to Eniwetok Atoll, Marshall Islands.

Positions

0800	13-40 N	1200	13-38.5 N	2000	13-20.7 N
	146-03 E		146-22 E		147-56.3 E

DD590/A16-3
Serial: 084

U. S. S. PAUL HAMILTON (DD590)
c/o Fleet Post Office,
San Francisco, Calif.

1 September 1944

CONFIDENTIAL

Subject: War Diary - August 1944.

T.U. 16.7.8
10 August 1944

ZD (-10)

Proceeding as before.

Positions

0800	12-28.6 N	1200	12-32 N	2000	12-18.6 N
	150-29.7 E		151-20.8 E		153-02.5 E

T.U. 16.7.8
11 August 1944

ZD (-10)

During the afternoon this ship fired all guns for test purposes expending 20 rounds 5"/38 cal. A.A. Common; 20 rounds 40mm service ammunition; 67 rounds 20mm. All firing mechanisms and firing circuits tested satisfactorily. At 2000 set clocks ahead one (1) hour.

Positions

0800	12-00 N	1200	11-51 N	2000	11-34 N
	155-43 E		156-18 E		158-19 E

T.U. 16.7.8
12 August 1944

ZD (-11)

At 1645 entered Eniwetok Atoll and was automatically detached from Task Unit 16.7.8.

Positions

0800	11-12 N	1200	11-14 N
	160-42 E		162-33 E

13-19 August 1944

ZD (-11)

Anchored at Eniwetok Atoll, Marshall Islands.

20 August 1944

ZD (-11)

Departed and sortied Eniwetok Atoll with Task Group 30.8 which consisted of the following ships: USS CAHABA (AO82), USS MISSISSINAWA (AO59), USS MARIAS (AO57), USS MANATEE (AO58), USS TAPPAHANNOCK (AO43), USS PAMANSET (AO85), USS SEBEC (AO87), USS MONONGAHELA (AO42), USS PATUXENT (AO44), USS NEOSHO (AO48), USS LACKAWANNA (AO40), USS SAUGATUCK (AO75), USS CACHE (AO67), USS NEHANTA BAY (CVE74), and as escorts: USS HALL (DD583), USS LEVY (DE162).

DD590/A16-3
Serial: 084

U. S. S. PAUL HAMILTON (DD590)
c/o Fleet Post Office,
San Francisco, Calif.

1 September 1944

CONFIDENTIAL

Subject: War Diary - August 1944.

20 August 1944 (continued)

USS OSTERHAUS (DE164), USS CAPPS (DD550), USS ELDEN (DE264), USS MC CONNEL (DE163), USS DAVID W. TAYLOR (DD551), USS BARON (DE166), USS PAUL HAMILTON (DD590), and USS JOHN D. HENLEY (DD553) (C.T.G. 30.8 in USS J.D. HENLEY). Task Group 30.8 formed in firing disposition and fired anti-aircraft practice at a towed sleeve. Upon completion of firing T.G. 30.8 formed circular cruising disposition.

Positions

1200	11-14 N	2000	10-10 N
	162-29 E		163-33 E

T.G. 30.8
21 August 1944

ZD (-11)

At 1725 the USS BARON (DE166) was detached and proceeded independently.

0800	8-21 N	1200	7-49 N	2000	6-37 N
	165-26 E		165-57 E		166-32 E

T.G. 30.8
22 August 1944

ZD (-11)

At 1730 USS PAUL HAMILTON (DD590) left screen to act as plane guard for the USS NEHANTA BAY (CVE74). During this operation which consisted of landing three (3) VF's, one (1) crashed while landing and sank with no trace of the pilot. The search was conducted for over an hour, after which we resumed station. At 2339 USS NEHANTA BAY (CVE74) reported "Bogey" closing; ships executed emergency turn in anticipation of air attack. Unidentified aircraft closed to fifteen (15) miles and then commenced opening range, upon which normal cruising disposition was resumed.

Positions

0800	4-16 N	1200	3-41 N	2000	3-10 N
	164-40 E		164-00 E		162-41 E

DD590/A16-3
Serial: 084

U.S.S. PAUL HAMILTON (DD590)

Fleet Post Office
San Francisco, Calif.

1 September 1944

CONFIDENTIAL

Subject: War Diary - August 1944.

T.G. 30.8
23 August 1944

ZD (-10.5)

At 1800 changed zone description to (-10).

Positions

0800	2-15.7 N 160-22.4 E	1200	1-56.7 N 159-41.8 E	2000	1-27.5 N 158-15.5 E
------	------------------------	------	------------------------	------	------------------------

T.G. 30.8
24 August 1944

ZD (-10)

During the morning escorts were fueled. At 1800 changed zone description to (-9.5).

Positions

0800	00-34.5 N 155-34.3 E	1200	00-02.7 S 155-20 E	2000	00-13 S 153-45 E
------	-------------------------	------	-----------------------	------	---------------------

T.G. 30.8
25 August 1944

ZD (-9.5)

At 1800 changed zone description to (-9).

Positions

0800	00-25.5 S 151-22 E	1200	00-34.2 S 150-38 E	2000	00-52 S 149-01 E
------	-----------------------	------	-----------------------	------	---------------------

T.G. 30.8
26 August 1944

ZD (-9)

Arrived at Manus Island, Admiralty Islands.

Positions

0800	01-40 S 147-27 E	1200	01-51 S 147-20 E
------	---------------------	------	---------------------

T.G. 30.8
27-31 August 1944

ZD (-10)

Anchored at Seeadler Harbor, Manus Island.

cc: Cinepac

L. G. May
L. G. MAY

DD590/A4-3/A9-8
Serial: 080

U. S. S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

:jpm

CONFIDENTIAL
DECLASSIFIED

17 August 1944.

From: Commanding Officer.
To : Commander-in-Chief, U.S. Fleet.
Via : (1) Commander Destroyer Squadron FIFTY-ONE.
(2) Commander Task Group FIFTY POINT SEVENTEEN.
(3) Commander FIFTH Fleet.
(4) Commander Destroyers, U.S. Pacific Fleet.
(5) Commander Service Force, U.S. Pacific Fleet.
(6) Commander-in-Chief, U.S. Pacific Fleet.

Subject: U.S.S. PAUL HAMILTON (DD590) - Operation report for
the period 29 May to 12 August 1944.

Reference: (a) Cincpac Conf. ltr. 2CL-44.

1. During the period of this report U.S.S. PAUL HAMILTON
operated with Task Group 50.17 and with various task units thereof.

(a) 29 May - 5 June 1944. This ship proceeded from Pearl
Harbor to Kwajalein with Task Unit 16.6.6 consisting of
U.S.S. CHANDELEUR (AV10) (C.T.U.), U.S.S. MAZAMA (AE9), U.S.S.
ALDEBARAN (AF10) and U.S.S. CAPPS (DD550). On 4 June, off
Majuro, U.S.S. MAZAMA proceeded independently into that harbor.

(b) 5 - 9 June 1944. U.S.S. PAUL HAMILTON was at anchor at
Kwajalein and temporarily attached to Task Group 57.7.

(c) 10 - 11 June 1944. U.S.S. PAUL HAMILTON proceeded in-
dependently to Eniwetok.

(d) 12 June 1944. U.S.S. PAUL HAMILTON was at anchor at Eniwetok.

(e) 13 - 16 June 1944. This ship proceeded from Eniwetok to
fueling area off Saipan with Task Unit 16.7.1 consisting of U.S.S.
SARANAC (AO74) (C.T.U.), U.S.S. MESSENGER (AO71), U.S.S. SAUGATUCK
(AO75), U.S.S. STEARER (DE186) and U.S.S. MILES (DE183).

(f) 17 June 1944. At 1800 unidentified planes were reported
bearing 180°(T), range 32 miles. At 1814 U.S.S. PAUL HAMILTON
went to General Quarters and fired at Japanese torpedo planes
from 1850 to 1857 and from 1900 to 1905. No hits were observed
but the planes did not press their attack home and did not launch
torpedoes.

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Enclosure (B) 6

DD590/A4-3/A9-8
Serial: 080

U. S. S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

:jpm

CONFIDENTIAL

17 August 1944

Subject: U.S.S. PAUL HAMILTON (DD590) - Operation report for
the period 29 May to 12 August 1944.

(g) 18 June 1944. U.S.S. PAUL HAMILTON operated with Task Group 50.17. At 1630 unidentified planes were reported bearing 2000° (T) range 29 miles and this ship went to General Quarters. At 1640 U.S.S. PAUL HAMILTON commenced firing on Japanese dive bombers and fired intermittently until 1712. At 1648 U.S.S. NESHANIC (AO71) and at 1710 U.S.S. SARANAC (AO74) were hit by bombs. One enemy plane was seen to crash and burn as a result of the combined fire of the Task Group.

(h) 19 - 24 June 1944. U.S.S. PAUL HAMILTON operated with Task Units 16.7.6 and 16.7.11 off Marianas.

(i) 25 - 27 June 1944. U.S.S. PAUL HAMILTON proceeded to Eniwetok with Task Units 16.7.5 consisting of U.S.S. SCHUYLKILL (AO76) (C.T.U.), U.S.S. PECCS (AO65), U.S.S. TALLULAH (AO50), U.S.S. TAPPAHANOCK (AO43), U.S.S. LACKAWANNA (AO40), U.S.S. MANLOVE (DE36), U.S.S. WHITMAN (DE24) and U.S.S. MITCHELL (DE43).

(j) 28 June - 1 July 1944. At anchor at Eniwetok.

(k) 2 - 25 July 1944. U.S.S. PAUL HAMILTON operated with Task Group 50.17 and various units thereof, and returned to Eniwetok arriving on 25 July.

(l) 26 - 27 July. At anchor at Eniwetok.

(m) 28 July - 12 August 1944. U.S.S. PAUL HAMILTON operated with Task Group 50.17 and various units thereof, and returned to Eniwetok arriving on 12 August.

2. On various occasions ships of the screen reported sound contacts. Escorts were detached to develop these contacts. It is probable that many of these contacts were non-sub. It is possible that some of the time and services lost on the non-sub contacts could have been saved if more accurate evaluations had been made. Amplifying reports should include: (a) quality of the echo, (b) type of trace on recorder, (c) width of target, (d) movement of target, (e) doppler, (f) evaluation after consideration has been given to the above factors.

3. U.S.S. PAUL HAMILTON experienced no difficulty in performing her assigned missions during this operation.

474-2
③

L. G. May
L. G. MAY.

7

REPORT FORM FOR ACTION BY SURFACE SHIPS

Location of ship (area) 11 mi. East of Oahu USS PAUL HAMILTON (DD590)

Zone Time -10 DATE 17 June 1944

- (a) RAPEL ATTACK FIRST - then collect data for this report.
- (b) Do not "Run Back" this report. If data cannot be obtained with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes-no) no Day-night Twilight
2. Method picking plane up (Radar, binoculars, naked eye) Radar- SC-3
3. Range plane was picked up (50, 30, 10, less than 5 miles) 30 miles
4. Total number of planes observed six (6) Type Two (2) "JUDY" Four (4) "BETTY"
5. Number of planes attacking own ship none Type ---
6. Number of planes taken under fire by own ship six (6)
 - (a) Of those attacking own ship none Type ---
 - (b) Others six (6) Type Two (2) "JUDY"; Four (4) "BETTY"
7. Speed and altitude of approach in knots and feet 230 knots - 100 ft
8. Number of guns firing-by caliber 5-5"/33 - 10 AGN
9. Ammunition expended 5"/33 66 rounds; AGN 233 rounds
10. Percent service allowance expended 5"/33 34; AGN 23
11. Method of control 37 & 51 Director Method of spotting none
 - Method of ranging 37 & 51 Method of firing Director coord. fire.
12. Approximate time-tracking to first shot 8 seconds
13. Approximate time of first hits no hits on enemy planes
14. Approximate time first shot to last shot 15 minutes

-1-

Note: Add descriptive text on additional sheet if required to clarify.

FIGURE 1 (A) 1. 00000

REVISED FORM FOR REPORTING AA ACTION BY SURFACE SHIPS
(page 2)

15. Approximate position angle of open fire 2°
16. Approximate position angle cease fire -2°
17. Approximate bearing first shot 000°(T) - 210°(R)
18. Approximate bearing last shot 300°(T) - 210°(R)
19. Approximate range first shot 10,000 yds Alt. of plane 100 ft
20. Approx. minimum range aircraft approached 10,000 yds Altitude 100 ft
21. Approximate range last shot 15,000 yds Altitude of plane 100 ft
22. Approximate altitude of bomb release None Size of bomb None
23. Approximate range torpedo release None Size of torpedo None
24. Number hits on ship by bombs None by torpedoes None Was ship strafed? Yes
Size gun None
25. Number near bomb misses damaging ship None

26. Planes shot down:

	SURE (By own ship alone)	SURE (Assist)	PROBABLE	DAMAGED
(a) Those attacking own ship..	<u>None</u>	<u>—</u>	<u>—</u>	<u>—</u>
(b) Other aircraft.....	<u>None</u>	<u>—</u>	<u>—</u>	<u>—</u>

(An aircraft is considered destroyed "Sure" when, as result of own ship's fire: 1. It is seen to crash. 2. It is seen to disintegrate in the air or be enveloped in flames. 3. It is seen to descend on friendly territory and be captured. 4. Pilot and entire crew are seen to bail out.)

(A "Sure-Assist" may be claimed when plane is destroyed as result of own ship's and assisting fire by friendly planes, shore batteries, or other ships.)

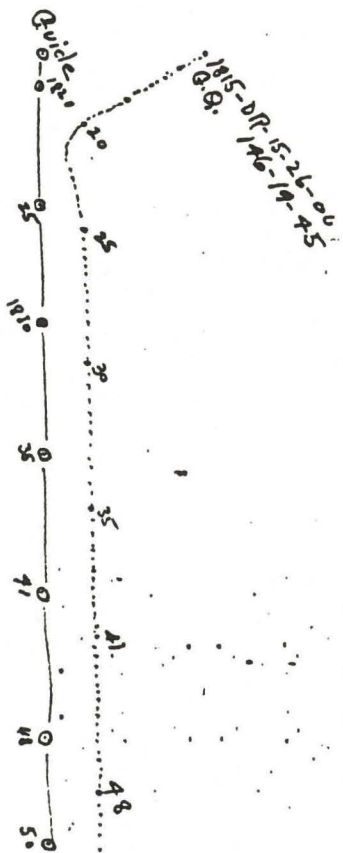
(An aircraft is considered probably destroyed when, as a result of own ship's fire: It is so damaged as to have less than an even chance of reaching its own territory safely.)

(An aircraft is considered damaged when, as result of own ship's fire: It is so damaged as to require repair before beginning another mission, but has better than an even chance of reaching its own territory safely. Claims shall be based on careful interrogation by proper authority, and every effort shall be made to eliminate duplication of claims.)

27. Best estimate of size gun or guns responsible for each "Sure" —
28. Performance of ammunition (excellent, good, bad, poor) Excellent
29. What failures in material occurred in this action? None
30. Remarks: (a) Indicate direction of attack relative ship's head —
(b) Indicate relative position of own ship —
(c) Indicate own maneuvers —

USS Paul Hamilton (DD 590)
 17 June 1944

N ↑



4 Torpedo planes
 commenced firing - 1900- D.R. 15-25-00
 Checked fire 1801Z

Two plane raid overhead
 commenced firing 1855- D.R. 15-25-00
 Checked fire 1856Z

Scale: 2000 yds = 1"

Al6-3/DD590
Serial: 091

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

Ref. No. 189

R S H

C*O*N*F*I*D*E*N*T*I*A*L

1 October 1944

DECLASSIFIED

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet.
Subject: War Diary - September 1944
Reference: (a) Cominch ltr FF1/Al2-1/Al6-3, ser: 7152 of
29 October 1943.
(b) Cincpac conf ltr 2CL-44 of 1 January 1944.

U.S.S. PAUL HAMILTON (DD590)
1 September 1944

At 0730 underway from Seeadler Harbor, Admiralty Islands, in company with Task Group 30.8 which consisted of the following ships: USS PAMANSET (AO85), USS SAUGATUCK (AO75), USS LACKAWANNA (AO40), USS TAPPAHANNOCK (AO43) USS MISSISSINAWA (AO59), USS MARIAS (AO57), USS MANATEE (AO58), USS SEBEC (AO87), USS CACHE (AO67), USS JOHN D. HENLEY (DD553), (C.T.G. 30.8), USS HALL (DD583), USS MC CONNELL (DE163), USS LEVY (DE162), USS DAVID W. TAYLOR (DD551), and USS ELDEN (DE264), and proceeded to rendezvous with T.G. 38.1 and T.G. 38.3. Oilers formed circular disposition and screening vessels formed anti-submarine screen. At 2056 USS PAUL HAMILTON (DD590), while on picket station ten (10) miles ahead of disposition, had sound contact and dropped a nine (9) charge pattern with medium depth setting. The results were negative and contact was not regained. At 2225 the surface search radar picked up a contact which proved to be Task Group 30.7. At 2302 upon orders from T.G. 30.8 USS PAUL HAMILTON (DD590) was relieved by USS MILES (DE183) and USS SEID (DE256), of Task Group 30.7.

Positions

0800	01-56 S	1200	01-29 S	2000	00-36 S
	147-18 E		147-31 E		148-44 E

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Recorded

AL6-3/DD590
Serial: 091

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

1 October 1944

CONFIDENTIAL

Subject: War Diary - September 1944.

U.S.S. PAUL HAMILTON (DD590)
2 September 1944

ZD (-9)

At 0500 made contact with T.G. 38.1 and commenced fueling exercises. Upon completion of fueling exercises, Task Group 30.8 joined Task Group 38.1 and formed cruising disposition 5-Roger Oboe and proceeded on various courses at various speeds. At 1700 changed zone description to -10.

Positions

0800 00-10.5 S
150-36.8 E

1200 00-32 S
151-14 E

2000 00-04 S
151-18 E

U.S.S. PAUL HAMILTON (DD590)
3 September 1944

ZD (-10)

During the morning oilers formed fueling line and fueled units of T.G. 38.3. Completed fueling operations approximately 1200 and oilers and screening vessels of T.G. 30.8 formed cruising disposition and departed from rendezvous area for Seeadler Harbor, Manus Island. At 1800 changed zone description to -9.

Positions

0800 01-20 N
150-30 E

1200 00-57 N
151-25 E

2000 00-08 S
151-44 E

U.S.S. PAUL HAMILTON (DD590)
4 September 1944

ZD (-9)

Proceeding as before. At 1330 air search radar picked up unidentified air target at thirty (30) miles which closed to sixteen (16) miles then opened until contact was lost.

Positions

0800 00-21 S
150-03 E

1200 00-23 S
149-22 E

2000 00-47 S
147-54 E

U.S.S. PAUL HAMILTON (DD590)
5 September 1944

ZD (-9)

Disposition made land fall on Manus Island at 0557. Upon arriving off harbor entrance, oilers proceeded in and screening vessels patrolled entrance until all oilers had entered, thence proceeded to enter the harbor.

Positions

0800 01-57 S
147-30 E

Al6-3/DD590
Serial: 091

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

1 October 1944

Subject: War Diary - September 1944.

U.S.S. PAUL HAMILTON (DD590)
6-7 September 1944

ZD (-10)

Anchored in Seeadler Harbor, Manus Island.

U.S.S. PAUL HAMILTON (DD590)
8 September 1944

ZD (-10)

At 0800 proceeded out harbor entrance to assigned area for anti-submarine exercises with U.S.S. S-45. Having completed exercises re-entered harbor at 1600.

U.S.S. PAUL HAMILTON (DD590)
9 September 1944

ZD (-9)

By authority of ComDesRon FIFTY-ONE we proceeded from Seeadler Harbor to assigned anti-aircraft firing area in company with the U.S.S. DAVID W. TAYLOR (DD551). Various types of runs were made by the towing plane and excellent firing results were obtained, having expended 188 rounds 5"/38 cal. AA common; 708 rounds 40mm service ammunition; and 880 rounds 20mm ammunition. During the afternoon TR-1 runs were conducted with the U.S.S. DAVID W. TAYLOR (DD551). After completing these exercises both ships returned to Seeadler Harbor.

U.S.S. PAUL HAMILTON (DD590)
10-11 September 1944

ZD (-9)

Anchored in Seeadler Harbor, Manus Island.

U.S.S. PAUL HAMILTON (DD590)
12 September 1944

ZD (-9)

In accordance with dispatch 081325 of September 1944 of C.T.G. 30.9 Task Units 30.8.2 and 30.8.4 proceeded out of Seeadler Harbor and formed cruising disposition. Ships in company were as follows: USS TAPPAHANNOCK (AO43), (C.T.U. 30.8.2 and O.T.C.), USS SEBEC (AO87), USS PAMANSET (AO85), USS LACKAWANA (AO40), USS CACHE (AO67), USS SAUGATUCK (AO75), USS PAUL HAMILTON (DD590)(Com-screen), USS DAVID W. TAYLOR (DD551), USS ELDEN (DE764), USS MC CONNELL (DE163). After clearing the harbor and forming, disposition proceeded along assigned route.

Positions

0800	01-31 S	1200	00-55.6 S	2000	00-22 S
	147-27 E		147-06 E		147-24 E

AL6-3/DD590
Serial: 091

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

1 October 1944

CONFIDENTIAL

Subject: War Diary - September 1944

U.S.S. PAUL HAMILTON (DD590)
13 September 1944

ZD (-9)

During the day, several floating objects were sighted, and upon our investigation proved to be up-rooted trees.

Positions

0800	00-31 N 142-51 E	1200	00-48.2 N 14.-59.4 E	2000	01-20 N 140-20 E
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U.S.S. PAUL HAMILTON (DD590)
14 September 1944

ZD (-9)

Proceeded as before.

Positions

0800	02-13 N 137-54 E	1200	02-28 N 136-56 E	2000	03-14.5 N 135-31 E
------	---------------------	------	---------------------	------	-----------------------

U.S.S. PAUL HAMILTON (DD590)
15 September 1944

ZD (-9)

At 0700 T.U. 30.8.6 consisting of U.S.S. KASKASKIA (AO27), USS GUADALUPE (AO52), USS NECHES (AO47), USS SARGENT BAY (CVE83), USS THATCHER (DD514), USS MITCHELL (DE43), and USS JOHN D. HENLEY (DD553) joined disposition by orders of C.T.G. 30.8 (Capt. ACUFF) in USS JOHN D. HENLEY (DD553) who assumed tactical command of entire disposition.

Positions

0800	04-21 N 133-21 E	1200	03-31 N 132-56 E	2000	03-48 N 133-52 E
------	---------------------	------	---------------------	------	---------------------

U.S.S. PAUL HAMILTON (DD590)
16 September 1944

ZD (-9)

At 0700 oilers in disposition formed fueling lines for fueling exercise with T.G. 38.2 and T.G. 38.3. At 1535 completed fueling operations with T.G. 38.2 and T.G. 38.3. Tankers and screening vessels formed cruising disposition.

Positions

0800	05-33 N 133-55 E	1200	05-19.1 N 133-32.6 E	2000	04-44 N 133-77 E
------	---------------------	------	-------------------------	------	---------------------

A16-3/DD590
Serial: 091

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

1 October 1944

CONFIDENTIAL

Subject: War Diary - September 1944

U.S.S. PAUL HAMILTON (DD590)
17 September 1944

ZD (-9)

During the morning Task Unit 30.8.6 transferred remnant cargo to Task Unit 30.8.2 and then by orders of C.T.G. 30.8 was detached to proceed as ordered. T.U. 30.8.2 plus USS JOHN D. HENLEY (DD553) and USS SARGENT BAY (CVE83) formed cruising disposition and proceeded to the northward for rendezvous.

Positions

0800	05-34 N 134-21 E	1200	05-02 N 134-04 E	2000	05-20 N 134-05 E
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U.S.S. PAUL HAMILTON (DD590)
18 September 1944

ZD (-9)

Proceeding as before. USS SARGENT BAY (CVE83) held flight operations through the day, landing and launching planes.

Positions

0800	07-21 N 132-44 E	1200	08-14 N 132-45 E	2000	09-51 N 133-03 E
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U.S.S. PAUL HAMILTON (DD590)
19 September 1944

ZD (-9)

At 0500 formed fueling disposition in preparation to fueling T.G. 38.1 and T.G. 38.3. At 0700 C.T.U. 30.8.11 joined disposition and reported to CTG 30.8 for duty. T.U. 30.8.11 consisted of: USS NANTAHELA (AO60), USS ATASOSA (AO66), USS ENOREE (AO69), USS JACK MILLER (DE110), USS WYMAN (DE38) and USS STRAUSS (DE408). About 1600 completed fueling and Task Units 30.8.2 and 30.8.11 formed cruising disposition under tactical command of C.T.G. 30.8.

Positions

0800	11-56 N 133-20 E	1200	11-35 N 132-55 E	2000	11-18.5 N 132-32 E
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U.S.S. PAUL HAMILTON (DD590)
20 September 1944

ZD (-9)

Units of the screen fueled during the morning. T.U. 30.8.11 received remnant cargo from T.U. 30.8.2 and proceed on assigned duty by C.T.G. 30.8. USS SARGENT BAY (CVE83) conducted flight operations for patrol purposes throughout the day.

AL6-3/DD590
Serial: 091

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

1 October 1944

CONFIDENTIAL

Subject: War Diary - September 1944.

U.S.S. PAUL HAMILTON (DD590)
21 September 1944

ZD (-9)

At 1100 USS JOHN D. HENLEY (DD553) and USS SARGENT BAY (CVE83),
departed to join T.U. 30.8.16 and T.U. 30.8.13. Task Unit 30.8.2 proceeded
to Manus Island in accordance with orders of C.T.G. 30.8.

Positions

0800	07-50 N 137-09 E	1200	07-05.5 N 137-29.8 E	2000	05-26.8 N 137-49.2 E
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U.S.S. PAUL HAMILTON (DD590)
22 September 1944

ZD (-9)

Proceeded as before.

Positions

0800	03-45 N 139-38 E	1200	03-06 N 140-33 E	2000	02-31 N 142-05 E
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U.S.S. PAUL HAMILTON (DD590)
23 September 1944

ZD (-9)

Proceeded as before.

Positions

0800	01-07.5 N 144-20 E	1200	00-43 N 145-02 E	2000	00-04.3 N 140-33.5 E
------	-----------------------	------	---------------------	------	-------------------------

U.S.S. PAUL HAMILTON (DD590)
24 September 1944

ZD (-9)

At 0600 entered Seeadler Harbor, Manus Island and was detached from
Task Unit 30.8.2.

U.S.S. PAUL HAMILTON (DD590)
25-26 September 1944

ZD (-9)

Anchored in Seeadler Harbor, Manus Island.

A16-3/DD590
Serial: 091

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

1 October 1944

CONFIDENTIAL

Subject: War Diary - September 1944.

U.S.S. PAUL HAMILTON (DD590)
27 September 1944

ZD (-9)

In accordance with secret dispatch 260312 of September 1944, of C.T.G. 30.9 we departed from Seeadler Harbor in company with USS ALDEBARAN (AF10) to proceed to Ulithi Islands.

Positions

0800	01-57 S 147-19 E	1200	01-05 S 147-24.7 E	2000	00-17.5 N 146-23.4 E
------	---------------------	------	-----------------------	------	-------------------------

U.S.S. PAUL HAMILTON (DD590)
28 September 1944

ZD (-9)

Proceeded as before.

Positions

0800	02-18.5 N 144-24 E	1200	02-52.7 N 143-55 E	2000	04-05.3 N 142-52.3 E
------	-----------------------	------	-----------------------	------	-------------------------

U.S.S. PAUL HAMILTON (DD590)
29 September 1944

ZD (-9)

Proceeded as before.

Positions

0800	05-54 N 141-20 E	1200	06-43 N 141-15 E	2000	08-00 N 139-59 E
------	---------------------	------	---------------------	------	---------------------

U.S.S. PAUL HAMILTON (DD590)
30 September 1944

ZD (-9)

At 0414 sighted land identified as Ulithi Islands. After escorting USS ALDEBARAN (AF10) to the East entrance, this ship was detached to carry out remainder of C.T.G. 30.9 secret dispatch 260312 of September 1944.

Positions

0800	10-08 N 139-48 E	1200	09-07.3 N 139-35.5 E	2000	07-22 N 140-00 E
------	---------------------	------	-------------------------	------	---------------------

L. G. MAY
L. G. MAY

To Be Landed

*original
DM*

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

DD590/A16
Serial: 086

DECLASSIFIED
CONFIDENTIAL

12 September 1944.

From: The Commanding Officer.
To : The Commander-in-Chief, U.S. Pacific Fleet.
Via : Commander Task Group THIRTY POINT EIGHT.
Commander THIRD Fleet.

Subject: Anti-Submarine Action Report dated 1 September 1944.

Reference: (a) Cinopac conf. ltr. 2CL-44 of 1 January 1944.

Enclosure: (A) Anti-Submarine Action Report dated 9-1-44. P. 2
(B) Copy of sound recording. P. 4

1. In accordance with reference (a) enclosures (A) and (B) are forwarded.

L. G. MAY.
L. G. MAY.

CC: Cominch (Advance copy)
Comdespac (Advance copy)

FIRST ENDORSEMENT to
U.S.S. PAUL HAMILTON'S
conf. ltr. DD590/A16
ser. 086, dated 9/12/44

Commander Task Group 30.8
Care of Fleet Post Office
San Francisco, California.
30 October 1944.

From: Commander Task Group 30.8.
To: The Commander-in-Chief, U.S. Pacific Fleet.
Via: Commander THIRD Fleet.

1. Forwarded.

3 03341

J. T. ACHEE.
J. T. ACHEE.

(ATTACK FIRST—Then collect data for this report)

SEE COVER OF PAD FOR INSTRUCTIONS

Attack No. 1 Date of report 1 Sept. 1944 Ship USS PAUL HAMILTON (DD590)
Type Ship Destroyer Nationality U.S. Command Unit
Time Zone used in Report -9 Time first contact 2056
Day/Night/~~Twilight~~/Moonlight Moonlight Date first contact 1 Sept. 1944
Latitude 00-32-40 S Longitude 148-49-30 E Depth water 2500 fathoms
Weather clear Visibility 8 miles Sea smooth Wind none
Mission Radar Picket Convoy No. T.G. 30.8 Convoy course 066 Convoy speed 11.5 kts
Sound range of the day Est. 3000 yds Sub first reported by this vessel
Identity and position of other units at time of first contact T.G. 30.8 bearing 246°(T) distance 10 miles.
How own contact first made echo-ranging
Name, rate, service number and duty of person making first contact BURKHOLDER, Lew Ellyn, jr Som2c 279 97 84 U

[illegible]

At time of firing: Own course 185
Range of first radar contact _____
Range of first visual sighting _____
Range of first sound contact 1950 yds
Propeller noises no
Doppler: Amount slight down
Width of target 18°
Range of last sound contact 100 yds

Own speed 15 knots
Type radar _____
Object sighted _____
Type sound gear QCJ QCJ
Type of echo Metalic
Doppler inclination Opening
Target movement Slight movement to left

SPECIFY TIME ZONE—USE GCT IF POSSIBLE

3 03341

III. ACTION

DEPTH CHARGES	Seconds from Last Contact to Drop of First Charge <u>15 seconds</u>														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
DEPTH CHARGE NO.															
Seconds after first charge															
Depth setting	200	100	200	100		150	250	250	250	08	150				
Impulse charge						#1	#1	#2	#2		#3				
Mark of DC	6	6	6	6		7	7	7	7		7				
Mark of pistol	6-1	6-1	6-1	6-1		6-1	6-1	6-1	6-1		6-1				
Duds	no														

Ahead Throwing Weapons:

A/S Projector: Type _____ Mark _____ Failures _____
 Projectiles: Number _____ Mark _____ Fuse: Mark _____
 At firing: Range _____ Tilt of projector (or roll of ship) _____
 Detonations: Number _____ Seconds after firing _____
 Air temperature _____ Water temperature _____ Base range _____
 Corrected range _____ Was wake effect correction used? _____ Erratic flight _____
 Time of flight _____ Sub bearing at time of firing _____

Gunfire:

Calibre Gun _____ Rounds fired _____ Estimated hits _____

Other Action:

DESCRIPTION:

Relative speed at last contact or firing A/T/W 13.5
 At drop or firing A/T/W: Sub speed 3 kts Sub course Approximately 230°(T)
 Sub depth medium Method of timing drop Chemical, recorder
 Length of search after last attack _____ Why search abandoned relieved by another ship

Marker buoy dropped YES Samples obtained none
 Forwarded to _____

Evidence of Damage to Submarine: NONE

IV. NARRATIVE (Use Additional Blank Page if Necessary.)

ENCLOSURE (B): Copy of sound recording. (with original only).

Copies to: CinCpac (2)(with Encl.(B.))
 CTG 30.8 (1)
 Cominch (1) Advance Copy
 ComDesPac (1) Advance Copy
 ComDesRon 51 (1)

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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

DD590/A16-3
Serial: 094

4 November 1944

CONFIDENTIAL
DECLASSIFIED

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
Subject: War Diary - October 1944.
Reference: (a) Commanding Officer's Report DD590/A16-3, serial 7192 of 29 October 1944.
(b) Commanding Officer's Report DD590/A16-3, serial 7193 of 1 January 1945.

U.S.S. PAUL HAMILTON (DD590)
1 October 1944

DD (-9)

Proceeding to Manus Island, Milne Bay Archipelago by
authority of C.T.O. 30.9 dispatch 260312 September 1944.

Positions

0800	05-09 N	1200	04-06 N	2000	02-30 N
	142-12 E		142-58 E		144-23 E

U.S.S. PAUL HAMILTON (DD590)
2 October 1944

ZD (-9)

Proceeding as before. During the morning held gunnery exercises having expended 24 rounds of 5"/38 cal., Mark 32 fuze; and 30 rounds of 5"/38 cal. Mark 17 fuze. At 1147 sighted land bearing 215°(T), distance 32 miles. At 1238 Entered Seeadler Harbor, Manus Island.

Positions

0800	00-32 S
	147-08.3 E

U.S.S. PAUL HAMILTON (DD590)
3 October 1944

ZD (-9)

Anchored in Seeadler Harbor, Manus Island.

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DD590/A16-3
Serial: 094

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

1 November 1944

Subject: War Diary - October 1944

U.S.S. PAUL HAMILTON (DD590)
4 October 1944

ZD (-9)

At 0849 underway from Seeadler Harbor, Manus Island in accordance with sortie plan of Commander Task Unit 30.8.16 dated 3 October 1944. Escort vessels proceeded through anti-submarine nets and screened entrance. All ships formed in firing disposition prior to commencing scheduled exercises. After firing was completed ships formed in cruising disposition as follows: Left column- USS NASSAU (CVE16); USS STEALER BAY (CVE87); USS SITKOH BAY (CVE86); center column- USS TAPPAHANNOCK (AO43); USS PAMANSET (AO85); USS SEBEC (AO87); USS NEHENTA BAY (CVE74); right column- USS SCHUYLKILL (AO76), USS ESCALBRIA (AO80), USS CHIKASKIA (AO54), and following screening vessels; USS MC CONNELL (DE163), USS LAMONS (DE743), USS WATERMAN (DE740), USS RIDDLE (DE185), USS WESSON (DE184), and USS PAUL HAMILTON (DD590).

Positions

1200	01-40.5 S	2000	00-26 S
	147-23.5 E		146-58 E

U.S.S. PAUL HAMILTON (DD590)
5 October 1944

ZD (-9)

Proceeded as before. USS NEHENTA BAY (CVE74) provided anti-submarine patrols during all daylight hours, and combat air patrol at sunrise and sunset.

Positions

0800	01-22 N	1200	01-15 N	2000	02-15 N
	145-27 E		145-19.5 E		144-23 E

U.S.S. PAUL HAMILTON (DD590)
6 October 1944

ZD (-9)

During the morning the USS MARTIN (DE30) joined disposition taking station in the screen.

Positions

0800	03-38 N	1200	03-31 N	2000	04-11 N
	142-41 E		143-00 E		141-42 E

U.S.S. PAUL HAMILTON (DD590)
7 October 1944

ZD(-9)

Proceeded as before.

Positions

0800	05-54 N	1200	06-24 N	2000	07-14 N
	139-50 E		139-14 E		137-48 E

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U.S.S. PAUL HAMILTON (DD590)
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San Francisco, Calif.

1 November 1944

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Subject: War Diary - October 1944

U.S.S. PAUL HAMILTON (DD590)
8 October 1944

ZD (-9)

At 1121 the SG radar picked up two targets which proved to be USS MUNSEE (AT107) and USS PAWNEE (AT74) who joined disposition, taking stations astern of the screen.

Positions

0800	08-39 N 136-05 E	1200	08-56.4 N 135-30.5 E	2000	10-05.5 N 134-28.2 E
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U.S.S. PAUL HAMILTON (DD590)
9 October 1944

ZD (-9)

Proceeded as before. During the morning units of the screen fueled.

Positions

0800	12-00 N 132-55 E	1200	12-41 N 132-33 E	2000	14-08 N 132-02 E
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U.S.S. PAUL HAMILTON (DD590)
10 October 1944

ZD (-9)

Proceeded as before. At 1144 a surface contact was identified as C.T.G. 30.8 in company with Task Unit 30.8.1 and Task Unit 30.8.6. C.T.G. 30.8 relieved C.T.U. 30.3.16 as O.T.C., and assumed tactical command of all units present. At about 1700, by orders of C.T.G. 30.8, units formed disposition in preparation to fueling Task Force 38.

Positions

0800	16-10 N 130-26 E	1200	17-07 N 130-43 E	2000	18-15 N 130-08 E
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U.S.S. PAUL HAMILTON (DD590)
11 October 1944

ZD (-9)

At 0614 an SG radar contact picked up at 45,800 yards was identified as Task Force 38. At about 0800 the fueling exercise commenced with all ships of T.F. 38 fueling. At 1134 the CAP of T.G. 38.4 destroyed one (1) BETTY at range thirty-five (35) miles from disposition. The operation was completed by all fueling units between 1600 and 1800. Task Unit 30.8.2 and T.U. 30.8.7 formed cruising disposition.

Positions

0800	19-51 N 128-01 E	1200	19-46 N 127-08 E	2000	19-45 N 126-20 E
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U.S.S. PAUL HAMILTON (DD590)
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DD590/A16-3
Serial: 094

1 November 1944

CONFIDENTIAL

Subject: War Diary - October 1944.

U.S.S. PAUL HAMILTON (DD590)
12 October 1944

ZD (-9)

Task Group 30.8 divided into three cruising formations as follows: the easternmost formation consisting of Task Units 30.8.2 and 30.8.7; the center formation consisting of Task Units 30.8.1 and 30.8.6; westernmost formation consisting of Task Units 30.8.12 and 30.8.13. During the morning the screening vessels fueled. At 1600 Task Units 30.8.1 and 30.8.6 detached as directed. Remaining Task Units formed circular disposition with bent-line screen.

Positions

0800	18-21.5 N	1200	17-53 N	2000	16-54 N
	128-41 E		129-15 E		130-20.5 E

U.S.S. PAUL HAMILTON (DD590)
13 October 1944

ZD (-9)

Cruising as before. Two (2) unidentified aircraft reported during the day with the CAP of USS NEHANTA BAY (CVE74) and USS RUDYARD BAY (CVE81) intercepting. These planes were evidently "snoopers" as they closed to only 25-30 miles and faded from the radar scope when our fighters were vectored out to them.

Positions

0800	14-24 N	1200	14-19 N	2000	14-56 N
	131-13 E		130-33 E		130-11 E

U.S.S. PAUL HAMILTON (DD590)
14 October 1944

ZD (-9)

During the morning another unidentified air target closed to 35 miles and then faded when our fighters attempted to intercept. Task Unit 30.8.8 rejoined disposition. Task Group 30.8 headed on a southeasterly course in order to expedite rendezvous with T.U. 30.8.17. At 1124 a SG radar contact was identified as T.U. 30.8.17 and upon joining the entire disposition ⁴⁸³reversed course to 325°(T) in order to effect a rendezvous with units of Task Force 38. At 1255 USS WATERMAN (DE740), USS PAUL HAMILTON (DD590), USS NEHANTA BAY (CVE74) and USS RUDYARD BAY (CVE81) ordered detached to proceed in accordance with orders of ComThirdFleet to effect a rendezvous with T.G. 30.2 to the northwest.

Positions

0800	14-28 N	1200	14-07 N	2000	15-49 N
	131-27 E		131-30 E		130-27.5 E

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Fleet Post Office
San Francisco, Calif.

1 November 1944

CONFIDENTIAL

Subject: War Diary - October 1944

U.S.S. PAUL HAMILTON (DD590)
15 October 1944

ZD (-9)

Proceeded as before. At 0610 in accordance with orders of Com-Third Fleet USS NEHANTA BAY (CVE74), USS RUDYARD BAY (CVE81), USS WATERMAN (DE740) and USS PAUL HAMILTON (DD590) proceeded to rejoin T.G. 30.8. At 0714 rejoined T.G. 30.8 and took previous stations in the various task units. At 1000 T.G. 30.8 formed fueling disposition in preparation to fueling T.G. 38.2 and T.G. 38.3. Fueling exercises were completed at approximately 1930 and Task Units were directed in accordance with orders of C.T.G. 30.8. Task Unit 30.8.7, USS NEHANTA BAY (CVE74), USS RUDYARD BAY (CVE81), USS HALLORAN (DE305), and USS PAUL HAMILTON (DD590) formed cruising disposition in accordance with orders of C.T.G. 30.8.

Positions

0800	17-51 N 129-01 E	1200	18-07 N 128-40 E	2000	18-42 N 129-30 E
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U.S.S. PAUL HAMILTON (DD590)
16 October 1944

ZD (-9)

Proceeded as before. USS NEHANTA BAY (CVE74) conducted ASP throughout the day.

Positions

0800	19-11 N 130-39 E	1200	19-41 N 131-18 E	2000	19-49 N 132-59 E
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U.S.S. PAUL HAMILTON (DD590)
17 October 1944

ZD (-9)

During the afternoon USS HALLORAN (DE305) and USS PAUL HAMILTON (DD590) fueled from USS SCHUYLKILL (AO76). At 1552 an SG radar contact was identified as T.G. 30.8. All units formed cruising disposition in accordance with orders of C.T.G. 30.8.

Positions

0800	18-09 N 130-33 E	1200	17-35 N 129-39 E	2000	17-45 N 129-59 E
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U.S.S. PAUL HAMILTON (DD590)
18 October 1944

ZD (-9)

Oilers of T.G. 30.8 conducted fueling operations with T.G. 38.3. At 1230 T.G. 38.3 completed fueling and cleared disposition. Oilers commenced consolidating cargo. At 1720 Task Units 30.8.2 and 30.8.7 and USS NEHANTA BAY (CVE74), USS RUDYARD BAY (CVE81) formed separate cruising disposition 10 miles to the south of remaining task units in accordance with orders from C.T.G. 30.8.

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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

1 November 1944

CONFIDENTIAL

Subject: War Diary - October 1944

18 October 1944 (cont'd)

Positions

0800	17-55 N 128-51 E	1200	18-06 N 128-28 E	2000	17-52 N 130-08 E
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U.S.S. PAUL HAMILTON (DD590)
19 October 1944

ZD (-9)

Task Units 30.8.2 pumped remnant cargoes into T.U. 30.8.7 and upon completion T.U. 30.8.2, USS RUDYARD BAY (CVE81), USS MC CONNELL (DE163), USS HALLORAN (DE305), and USS PAUL HAMILTON (DD590) departed for Ulithi in accordance with orders of C.T.G. 30.8.

Positions

0800	15-04 N 128-37 E	1200	14-46 N 129-04 E	2000	14-07 N 130-35 E
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U.S.S. PAUL HAMILTON (DD590)
20 October 1944

ZD (-9)

Proceeded as before.

Positions

0800	12-40 N 133-25 E	1200	12-21 N 134-04 E	2000	11-19 N 135-55 E
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U.S.S. PAUL HAMILTON (DD590)
21 October 1944

Arrived at Ulithi Atoll at 1300 and was detached from T.U. 30.8.2 and reported to C.T.G. 57.6 for duty.

Positions

0800	10-10.6 N 138-41 E	1200	9-42 N 139-35 E
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U.S.S. PAUL HAMILTON (DD590)
22-27 October 1944

ZD (-9)

Anchored in Ulithi Atoll.

U.S.S. PAUL HAMILTON (DD590)
28 October 1944.

ZD (-9)

In accordance with orders from C.T.G. 57.6 we were ordered to patrol station one (1) in accordance with ComThirdFleet serial 030 of 1 October 1944.

2000	09-58 N 139-47 E
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DD590/A16-3
Serial: 094

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif,

1 Noavember 1944

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Subject: War Diary - October 1944.

U.S.S. PAUL HAMILTON (DD590)
29 October 1944

In accordance with orders of C.T.O. 37.6 we were relieved on station by USS HALLORAN (DE305). At 0745 entered Ulithi Atoll.

U.S.S. PAUL HAMILTON (DD590)
30-31 October 1944

Anchored in Ulithi Atoll.

L. G. May
L. G. MAY

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DD590/A16
Serial: 098

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

DECLASSIFIED
C.O.N.F.I.D.E.N.T.I.A.L

17 November 1944

From: The Commanding Officer.
To : The Commander in Chief, United States Fleet

Subject: War Diary, November 1944.

Reference: (a) Cominch ltr FF1/A12 1/A16 3, ser: 7152 of
29 October 1943.
(b) Cincpac conf ltr 2CL 44 of 1 January 1944.

U.S.S. PAUL HAMILTON (DD590) ZD (-9)
1 November 1944

Anchored in Ulithi Atoll, Western Carolines.

U.S.S. PAUL HAMILTON (DD590) ZD (-9)
2 November 1944

At 0500 we got underway in accordance with C.T.G. secret despatch 011232 of November 1944. All escorts screened the entrance prior to the oilers forming in the cruising disposition. T.U. 30.8.17 consisting of T.U. 30.8.2 and T.U. 30.8.5 consisted of: USS MISSISSIPPI (A059), USS LACKAWANNA (A040), USS KASKASKIA (A027), USS CALIENTE (A053), USS TAPPAHANNOCK (A043), USS RUDYARD BAY (CVE81), USS RALL (DE304), USS CAPPS (DD550), USS PARKS (DE165), USS ZUNI (ATF95), and USS PAUL HAMILTON (DD590). At 1530 USS NANTAHALA (A060) and USS HALLORAN (DE305) joined the disposition.

Positions

0800	09 45 N	1200	10 07 N	2000	10 41 N
	139 33 E		138 49 E		136 51 E

U.S.S. PAUL HAMILTON (DD590) ZD (-9)
3 November 1944

At 0452 made radar contact with T.G. 38.1 and T.G. 38.3. Oilers formed line normal to the fueling course and commenced fueling T.G. 38.3. At 0920 completed fueling T.G. 38.3, and commenced fueling T.G. 38.1. At 1620 completed fueling T.G. 38.1. Upon completion of fueling T.G. 38.1 and T.G. 38.3 formed cruising disposition and proceeded westward.

Positions

0800	15 55 N	1200	15 04 N	2000	15 50 N
	133 10 E		133 01 E		132 48 E

97692 **FULL**

DD590/A16
serial: 098

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

17 November 1944

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U.S.S. PAUL HAMILTON (DD590)

ZD (-9)

4 November 1944

U.S.S. RUDYARD BAY (CVE81) launched and recovered planes throughout the day, maintaining CAP and ASP.

Positions

0800	15 35 N	1200	15 04 N	2000	15 50 N
	133 10 E		133 01 E		132 48 E

U.S.S. PAUL HAMILTON (DD590)

ZD (-9)

5 November 1944

During the morning the escorts were fueled. At 1214 T.U. 30.8.3 joined T.U. 30.8.17. T.U. 30.8.3 consisted of USS PATUXET (AO44), USS NEOSHO (AO43), USS MONONGAHELA (AO42), USS WATERMAN (DE740), and USS EVANS (DD552).

Positions

0800	06 12 N	1200	15 21 N	2000	14 38 N
					132 33 E

U.S.S. PAUL HAMILTON (DD590)

ZD (-9)

6 November 1944

Proceeded on various courses at various speeds conforming to the fueling area.

Positions

0800	13 02 N	1200	13 24 N	2000	14 22 N
	132 57 E		132 12 E		131 19 E

U.S.S. PAUL HAMILTON (DD590)

ZD (-9)

7 November 1944

A radar contact at 0630 was identified as T.G. 38.2 and 38.4. T.U. 30.8.5 was detached from T.U. 30.8.17 to fuel T.G. 38.4. T.U. 30.8.2 commenced fueling T.G. 38.2. Completed fueling T.G. 38.2 and T.G. 38.4.

Positions

0800	14 32 N	1200	14 35 N	2000	15 07 N
	129 01 E		129 23 E		130 24 E

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U.S.S. PAUL HAMILTON (DD590)
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U.S.S. PAUL HAMILTON (DD590)
8 November 1944

ZD (-9)

Proceeded in company with T.U. 30.8.2. A typhoon of moderate proportions passed to the south of the disposition approximately 300 miles.

Positions

0800	14 23 N	1200	15 09 N	2000	15 36 N
	131 36 E		132 11 E		133 03 E

U.S.S. PAUL HAMILTON (DD590)
9 November 1944

ZD (-9)

Proceeding in company with T.U. 30.8.2, T.U. 30.8.2, T.U. 30.8.3, T.U. 30.8.4, and T.U. 30.8.5 cruised as separate dispositions. Seas were still rough and with a moderate swell, and wind of strength 3 to 4.

Positions

0800	17 11 N	1200	17 31 N	2000	17 26 N
	134 42 E		135 20 E		136 45 E

U.S.S. PAUL HAMILTON (DD590)
10 November 1944

ZD (-9)

Proceeded as before. Escorts fueled during the morning.

Positions

0800	16 55 N	1200	16 16 N	2000	14 55 N
	136 39 E		136 07 E		135 09 E

U.S.S. PAUL HAMILTON (DD590)
11 November 1944

ZD (-9)

At 0230 USS MOLALA (ATF106) joined disposition. Oilers of T.U. 30.8.5 pumped remnants of cargo into oilers of T.U. 30.8.7. At 1730 T.U. 30.8.5 was detached to proceed independently in accordance with orders of C.T.G. 30.8. At 2000 a radar contact was identified as T.U. 30.8.8.

Positions

0800	15 46 N	1200	13 46 N	2000	13 37 N
	133 09 E		132 23 E		131 04 E

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U.S.S. PAUL HAMILTON (DD590)
12 November 1944

ZD (-9)

A radar contact at 0450 was identified as T.G. 38.3 and upon closing commenced fueling from T.U. 30.8.2. Completed fueling at 1525. Oilers formed cruising disposition as soon as T.G. 38.3 was clear.

Positions

0800	13 42 N	1200	13 45 N	2000	13 41 N
	129 00 E		128 05 E		128 04 E

U.S.S. PAUL HAMILTON (DD590)
13 November 1944

ZD (-9)

At 0730 T.U. 30.8.2 pumped remnant cargo to T.U. 30.8.3. Upon completion of cargo consolidation, T.U. 30.8.2 was detached to proceed on duty assigned. At 2020 an unidentified radar contact was picked up at 020°(T) 14 miles. U.S.S. PAUL HAMILTON (DD590) was ordered to investigate by C.T.U. 30.8.2. Upon heading for the contact the target disappeared from the radar screen. A sound contact was picked up immediately upon arriving at the spot of last radar contact. Depth charges were dropped with undetermined results. The contact was not regained after an hour's search. An urgent despatch was sent to C.T.G. 30.7 and all U.S. Naval ships, giving position of contact.

Positions

0800	13 32 N	1200	13 23 N	2000	12 39 N
	130 14 E		130 46 E		132 37 E

U.S.S. PAUL HAMILTON (DD590)
14 November 1944

ZD (-9)

Proceeded as before. Oilers conducted firing exercise.

Positions

0800	11 33 N	1200	11 06 N	2000	10 24 N
	134 58 E		135 39 E		137 23 E

U.S.S. PAUL HAMILTON (DD590)
15 November 1944

ZD (-9)

Arrived at Ulithi Atoll, Western Carolines, at 0800.

Positions

0800	10 56 N
	139 42 E

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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

17 November 1944

CONFIDENTIAL

Subject: War Diary, November 1944

.....
16 November 1944

.....
ZD (-9)

U.S.S. PAUL HAMILTON (DD590)

At 0900 conducted surface firing exercises at a sled towed by USS
TREVOR (DMS16). Expended 120 rounds of AA common 5"/38 cal. projectiles and
120 rounds of smokeless powder (SPDN). Upon completion proceeded to Ulithi
Atoll and entered through Towachi Channel.


L. G. MAY

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DD590/A16
Serial: 098

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

1 December 1944

C O N F I D E N T I A L

Subject: War Diary- November 1944.

U.S.S. PAUL HAMILTON (DD590)
17 November 1944

ZD (-9)

Anchored in Ulithi Atoll of Western Caroline Group. At 1510 pursuant to orders of Commandant Twelfth Naval District, serial 60-pn of 7 August 1944, Commander D. CARLSON, USN, relieved Commander L. G. MAY, USN, of command of this vessel.

U.S.S. PAUL HAMILTON (DD590)
18-19 November 1944

ZD (-9)

At 0602 the presence of enemy submarine was reported and USS MISSISSINEPIA (AO59) was torpedoed and set afire. At 0658 we got underway and reported to Commander Destroyer Squadron ONE in USS DEWEY (DD349) for duty in patrol of the harbor. A patrol was organized which circled the heavy ships at anchor. No other torpedo attacks were made, however, several patrol ships dropped depth charges on contacts with undetermined results. The patrol was continued throughout the day and at 1830 this ship was ordered to secure from patrolling duties.

20-25 November 1944
U.S.S. PAUL HAMILTON (DD590)

ZD (-9)

Anchored as before.

U.S.S. PAUL HAMILTON (DD590)
26 November 1944

ZD (-9)

At 0524 this ship was underway from Ulithi Atoll proceeding to seaward to effect a rendezvous with T.U. 30.1.5. Ships in Task Unit 30.1.5 were as follows: USS HALL (DD583) (ComDesRon 51 and C.T.U. 30.1.5), USS MAURY (DD401) (ComDesRon 6), USS GRIDLEY (DE380), USS HELM (DD388), and USS PAUL HAMILTON (DD590). Throughout the day tactical drills and torpedo exercises were conducted.

POSITIONS

0800 9-30 N
139-45 E

1200 8-20 N
139-28 E

2000 6-49 N
140-27 E

U.S.S. PAUL HAMILTON (DD590)
27 November 1944

ZD (-9)

Proceeded as before with all ships conducting tactical drills and torpedo exercises throughout the day.

POSITIONS

0800 4-22 N
147-38 E

1200 3-41 N
143-20 E

2000 2-06 N
145-55 E

6

DD590/A16
Serial: 098

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

C O N F I D E N T I A L

1 December 1944

Subject: War Diary- November 1944.

U.S.S. PAUL HAMILTON (DD590)
28 November 1944

ZD (-9)

Proceeded as before. At 0945 the ship went to General Quarters as a result of an unidentified SC radar contact. However, the contact was believed to be friendly plane not showing IFF as several other friendly planes were close by. At 1330 entered Seeadler Harbor, Admiralty Islands, Bismark Archipelago. Task Unit 30.1.5 was dissolved. This ship reported to Commander Seventh Fleet for duty with Task Group 77.4.

POSITIONS

0800 00-26 S
147-02 E

1200 1-35 S
147-24 E

U.S.S. PAUL HAMILTON (DD590)
29 November 1944

ZD (-9)

Anchored in Seeadler Harbor, Manus Island. At 1650 in accordance with C.T.F. 77 despatch 280930 November 1944, we got underway in company with USS HALL (DD583)(ComDesRon 51), to proceed to Hollandia, Humboldt Bay, New Guinea.

POSITIONS

2000 01-37 N
146-30 E

U.S.S. PAUL HAMILTON (DD590)
30 November 1944

ZD (-9)

Proceeded in company with USS HALL (DD583) to Hollandia. At 1230 entered port.

POSITIONS

0800 02-18 S
142-22 E

1200 02-30 S
141 05 E

D. Carlson
D. CARLSON

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

DD590/A16
Serial: 01

DECLASSIFIED

CONFIDENTIAL

1 January 1945

Reg. No.

497

R. S. No.

From: Commanding Officer.
To : Commander-in-Chief, United States Fleet.

Subject: War Diary - December 1944.

Reference: (a) Cominch ltr FF1/A12-1/A16-3, ser: 7152 of
29 October 1943.
(b) Cincpac conf ltr 2CL-44 of 1 January 1944.

U.S.S. PAUL HAMILTON (DD590)
1 December 1944

ZD (-9)

Anchored in Humboldt Bay, Hollandia, New Guinea.

U.S.S. PAUL HAMILTON (DD590)
2 December 1944

ZD (-9)

At 1630 in accordance with orders of Commander Seventh Amphibious Force of 2 December 1944 contained in speed letter File No. A4-3 serial M-0061, we departed Hollandia, New Guinea in company with Task Unit 76.4.9 consisting of USS HALL (DD583), USS PAUL HAMILTON (DD590) and twelve (12) LSM's of the Seventh Amphibious Force.

Positions

2000 01-57 S
140-52 E

U.S.S. PAUL HAMILTON (DD590)
3 December 1944

ZD (-9)

Proceeding as before.

0800	00-06 S	1200	00-31 N	2000	01-49 N
	139-28 E		138-53 E		137-57 E

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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

DD590/A16.
Serial: 01

1 January 1945

C O N F I D E N T I A L

Subject: War Diary - December 1944.

U.S.S. PAUL HAMILTON (DD590)
4 December 1944

ZD (-9)

During the afternoon ComDesRon 51 as O.T.C. conducted maneuvers which consisted of turn movements. At 1425 USS SC 729 joined the formation in station #1 of the anti-submarine screen.

Positions

0800	03-53 N 136-36 E	1200	04-21 N 136-08 E	2000	05-24 N 135-11 E
------	---------------------	------	---------------------	------	---------------------

U.S.S. PAUL HAMILTON (DD590)
5 December 1944

ZD (-9)

Proceeded as before.

Positions

0800	06-53 N 133-25 E	1200	07-30 N 133-10 E	2000	08-18 N 131-47 E
------	---------------------	------	---------------------	------	---------------------

U.S.S. PAUL HAMILTON (DD590)
6 December 1944

ZD (-9)

As the result of an enemy air attack upon a friendly convoy approximately 200 miles ahead of our Task Unit, the course was changed to the North to give the area a wide berth. The day passed without any special incident.

Positions

0800	09-26 N 129-30 E	1200	10-10 N 129-25 E	2000	10-40 N 128-11 E
------	---------------------	------	---------------------	------	---------------------

U.S.S. PAUL HAMILTON (DD590)
7 December 1944

ZD (-9)

At sunrise Task Unit 76.4.9 entered Leyte Gulf and proceeded to San Pedro Bay, where upon arrival Task Unit 76.4.9 was dissolved. Immediately after fueling, in compliance with orders of C.T.G. 77.3, USS PAUL HAMILTON (DD590) in company with the USS HALL (DD583) proceeded to rendezvous with T.U. 77.3.1, which consisted of USS PORTLAND (CA33), USS NASHVILLE (CL43), USS HALL (DD583), and USS PAUL HAMILTON (DD590). The duty of T.U. 77.3.1 was to patrol Leyte Gulf and protect shipping from enemy surface vessels. Several air alerts occurred during the day with no enemy planes being seen.

Positions

0800	10-35 N 125-40 E	1200	2000	10-40 N 175-30 E
------	---------------------	------	------	---------------------

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U.S.S. PAUL PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

1 January 1945

Subject: War Diary - December 1944

U.S.S. PAUL HAMILTON (DD590)
8 December 1944

ZD (-9)

T.U. 77.3.1 continued patrol of Leyte Gulf. At 1140, in accordance with orders of C.T.U. 77.3.1, Task Unit 77.3.1 proceeded at all possible speed to the southern part of Leyte Gulf to cover USS LAMSON (DD367) which was being towed to San Pedro Bay after being hit by an enemy suicide plane in Ormoc Bay. Upon arrival at San Pedro Bay USS HALL (DD583) and USS PAUL HAMILTON (DD590) were detached to proceed independently.

Positions

0800 10-38 N
125-33 E

1200 10-50 N
125-05 E

1200

U.S.S. PAUL HAMILTON (DD590)
9 December 1944

ZD (-9)

About noon we got underway and proceeded to Leyte Gulf to screen USS PORTLAND (CA33) and USS NASHVILLE (CL43) while coming into San Pedro Bay. Upon completion of screening duty, we proceeded to the anchorage. Again there were several air alerts with nil enemy air attacks.

Positions

U.S.S. PAUL HAMILTON (DD590)
10 December 1944
11 December 1944

ZD (-9)

Anchored in Leyte Gulf.

U.S.S. PAUL HAMILTON (DD590)
12 December 1944

ZD (-9)

In accordance with C.T.G. 78.3 Sortie Plan 3-44 10531 of December 1944 we sortied with Task Group 78.3 to proceed as a screening vessel in Mindoro Assault Force. The disposition consisted of ships as stated in C.T.G. Operation Order 4-44. The disposition was formed up during twilight and proceed south to Surigao Strait.

Positions

2000 10-40 N
125-30 E

DD590/A16
Serial: 01

U.S.S. PAUL HAMILTON DD590
Fleet Post Office
San Francisco, Calif.

1 January 1945

CONFIDENTIAL

Subject: War Diary - December 1944

U.S.S. PAUL HAMILTON (DD590)
13 December 1944

ZD (-9)

The disposition proceeded through the Mindanao Sea during the day with air cover being furnished by planes from T.G. 77.4. There were several alerts throughout the forenoon which upon investigation proved friendly. At 1449 a suicide plane crashed into USS NASHVILLE (CL43) causing a fire which lasted approximately ten (10) minutes, during which time the USS NASHVILLE maintained course and speed. At twilight enemy attempted several other times to close on the disposition, but were either shot down or driven off by ship's fire or CAP.

Positions

0800	09-24 N 124-19 E	1200	09-02 N 123-52 E	2000	08-58 N 122-45
------	---------------------	------	---------------------	------	-------------------

U.S.S. PAUL HAMILTON (DD590)
14 December 1944

ZD (-9)

Task Group 78.3 continued toward their objective on a northerly course through the Sulu Sea. An occasional unidentified aircraft closed the formation, but again they were driven off or shot down. During the night several aircraft appeared as "snoopers", but none threatened to close.

Positions

0800	10-10-N 121-40 E	1200	10-34 N 121-28 E	2000	11-15 N 121-18.5 E
------	---------------------	------	---------------------	------	-----------------------

U.S.S. PAUL HAMILTON (DD590)
15 December 1944

ZD (-9)

Today was U-Day with H-Hour being set at 0720. The initial bombardment and landing was unopposed by enemy forces on land. At 0850(16) sixteen enemy aircraft approached the landing beaches from the southeast, coming in low over Ilin Island. This ship being the closest to the attacking planes, opened fire at once and succeeded in shooting down three (3) planes. These planes apparently came in with the intention of strafing and bombing, but upon being hit, crashed into what ships they could. The result was two (2) LST's hit and set fire and one (1) destroyer hit with moderate damage. The remainder of the daylight hours were spent in patrolling off the landing beaches, while unloading of the LST's went ahead as scheduled.

At twilight while the returning echelon of LST's were forming up, this ship was attacked by a lone enemy plane determined to be a "JAKE" and one (1) bomb was released which was a near miss causing several casualties and temporary damage to the FD radar and the starboard torpedo director. There were no further attacks during the night.

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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

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CONFIDENTIAL

Subject: War Diary - December 1944

15 December 1944 (contd)

Positions

0800	12-20 N	1200	12-20 N	2000	12-13 N
	121-00 E		121-00 E		120-57 N

U.S.S. PAUL HAMILTON (DD590)
16 December 1944

ZD (-9)

Proceeded south through the northern part of the Sulu Sea and entered the Mindanao Sea in the evening with only an occasional unidentified aircraft, none of which closed the formation.

Positions

0800	10-51 N	1200	10-03 N	2000	09-02 N
	121-27 E		121-44 E		122-30 E

U.S.S. PAUL HAMILTON (DD590)
17 December 1944

ZD (-9)

At 0715 one (1) enemy plane paralleled the formation to the north at a range of 5-6 miles and was taken under fire by all ships whose guns could bear. The enemy plane, which was identified as a "FRANCES", after approximately two minutes of firing was seen to jetison its bombs and crash a few seconds later. At 1850 a single enemy plane approached the formation from the northwest while the disposition was in the Surigao Strait and when fired upon (4,000 yards) turned and disappeared over Leyte Island.

Positions

0800	09-07 N	1200	09-30 N	2000	09-51 N
	124-04 E		124-30 E		125-17 E

U.S.S. PAUL HAMILTON (DD590)
18 December 1944

ZD (-9)

Upon arrival at San Pedro Bay at 0830 the disposition was dissolved and all ships proceeded independently.

U.S.S. PAUL HAMILTON (DD590)
19 December 1944

ZD (-9)

Anchored in San Pedro Bay.

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U.S.S. PAUL HAMILTON (DD590)

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San Francisco, Calif. 1 January 1945

CONFIDENTIAL

Subject: War Diary - December 1944

U.S.S. PAUL HAMILTON (DD590)
20 December 1944

ZD (-9)

Anchored in San Pedro Bay. At 1847 an air alert was sounded and one (1) enemy plane was sighted over the anchorage. All ships opened fire and the enemy plane was hit; and crashed a few seconds later.

U.S.S. PAUL HAMILTON (DD590)
21 December 1944

ZD (-9)

At 1218 we got underway with USS HALL (DD583) and USS EDWARDS (DD619) to act as escorts for twelve (12) LSM's, which were a re-supply echelon to Ormoc Bay. At 1905 USS HALL (DD583), USS EDWARDS (DD619) and USS PAUL HAMILTON (DD590) departed company from the LSM's and proceeded northward into Leyte Gulf where the three ships cruised in column throughout the night.

Positions

2000 10-17 N
125-23 E

U.S.S. PAUL HAMILTON (DD590)
22 December 1944

ZD (-9)

At 0730 we entered San Pedro Bay and anchored. At 1700 we got underway in company with USS HALL (DD583) and USS EDWARDS (DD619) then proceeded south to Surigao Strait to effect a rendezvous with LSM's returning from Ormoc Bay.

Positions

2000 10-28 N
125-20 E

U.S.S. PAUL HAMILTON (DD590)
23 December 1944

ZD (-9)

At 0515 contact was made with the twelve (12) LSM's and the USS HALL (DD583), USS EDWARDS (DD619), and USS PAUL HAMILTON (DD590), in accordance with orders of ComDesRon 51, formed anti-submarine screen. Upon arrival at San Pedro Bay at 1000 the disposition was dissolved and all ships proceeded independently to anchorage.

Positions

0800 10-37 N
125-18 E

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San Francisco, Calif.

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Subject: War Diary - December 1944

U.S.S. PAUL HAMILTON (DD590)
24-26 December 1944

ZD-9

Anchored in San Pedro Bay.

U.S.S. PAUL HAMILTON (DD590)
27 December 1944

ZD (-9)

At 1223 in accordance with C.T.G. 78.3 dispatch 241751 of December we were underway from San Pedro Bay to join Task Unit 78.3.15 off Dulag in Leyte Gulf. At 1600 Task Unit 78.3.15 formed in accordance with C.T.U. 78.3.15 Operational Order dated 26 December 1944, serial 0028 and proceeded south to enter Surigao Strait.

Positions

2000 10-38 N
125-17 E

U.S.S. PAUL HAMILTON (DD590)
28 December 1944

ZD (-9)

While proceeding through Surigao Strait our first contact with enemy air opposition occurred. At 0330 a single enemy plane closed the disposition from the North and was taken under fire by 20m.m. guns from this ship at a range of 1000 yards. When fired upon the plane turned and disappeared. During the remaining hours of darkness enemy planes were in the vicinity, evidently tracking the disposition. Again at 1000 enemy planes closed the disposition unopposed as the weather did not permit a CAP. The IX 126 and the S.S. JOHN BURKE were hit by suicide planes; the latter exploded and disappeared. The IX 126 was abandoned and left to drift. About noon a CAP appeared and remained until 1500. At dusk enemy planes again reappeared and several were shot down while attempting suicide dives into ships of the disposition. Enemy planes trailed the disposition throughout the night.

Positions

0800 09-20 N
124-20 E

1200 09-03 N
123-53 E

2000 08-50 N
122-47 E

U.S.S. PAUL HAMILTON (DD590)
29 December 1944

ZD (-9)

The disposition since departure was in war condition of readiness One Easy and remained so throughout the trip. At 0100 we met Task Group 77.14 which was returning from Mindoro Island after attempting to intercept a Japanese surface force. Shortly after sunrise a heavy rain squall occurred at which time enemy planes closed the disposition and attacked with bombs and suicide attempts. It was during this

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San Francisco, Calif.

1 January 1945

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Subject: War Diary - December 1944

29 December 1944 (contd)

raid that the CAP appeared and dispersed the attack. From this time until arrival back in Leyte, there was a CAP over the formation, at all times. Another determined attack occurred at 1700 when four (4) enemy planes came in low beneath the CAP, dropped their bombs and went out gaining altitude, circled and attempted suicide dives on ships of the screen and convoy. There were no hits from either bombs or suicide planes, although several near misses occurred. Again at twilight enemy planes appeared and attempted to get through the screen to bomb or dive into ships of the convoy. One such plane was taken under fire by the 5"/38 battery and shot down before it could pass through the screen. From the time of attack at 1700 until after midnight the ship was at General Quarters. The usual "trailers" occurred during the night with the CAP keeping the attacks dispersed.

Positions

0800	10-00 N	1200	10-34 N	2000	11-34 N
	121-50 E		121-28 E		121-15 E

U.S.S. PAUL HAMILTON (DD590)
30 December 1944

ZD (-9)

At 0420 a single enemy plane was shot down by a ship of the screen as it approached the disposition. At 0700 T.U. 78.3.15 arrived at Mindoro Island and the ships of the convoy proceeded to their respective beaches to unload. Ships of the screen remained patrolling to seaward. At 1540 four (4) enemy planes identified as "VALS" attacked ships at anchor and the screening vessels. The USS PRINGLE (DD477) was hit by a suicide plane and another one leveled off at 30 feet above the water and headed for this ship. All guns that could bear opened fire. The plane remained on a collision course until 100 yards away at which time it pulled up and passed over No. 2 stack, missing it by 20 feet. It is believed aboard this ship that a rapid, concentrated fire-power accompanied by high-speed maneuvering is the best defense against suicide planes.

At 1730 T.U. 78.3.15 completed unloading and formed for the return trip to Leyte. At 2135 one (1) enemy plane was shot down as it attempted to attack the convoy.

Positions

0800	12-27 N	1200	12-29 N	2000	12-06 N
	121-00 E		120-59 E		120-56 E

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San Francisco, Calif.

1 January 1945

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Subject: War Diary - December 1944

U.S.S. PAUL HAMILTON (DD590)
31 December 1944

Task Unit 78.3.15 proceeded southward through the Sulu Sea without encountering any opposition.

Positions

0800 10-14 N
121-38 E

1200 09-40 N
121-55 E

2000 08-46 N
122-48 E

D. Carlson
D. CARLSON.

cc: CinCpac

DESSO/A16-3
Serial: 0109

U.S.S. PAUL HAMILTON (DD590)

Fleet Post Office

San Francisco, Cal.

Reg. No.

461

1 0446

R. S. No.

*Orig
H. G.*

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20 December 1944

From: Commanding Officer.
To : Commander-in-Chief, U.S. Fleet.
Subject: Anti-aircraft action by surface ship - report of.
Reference: (a) Com/7th Fleet Conf. ltr. FE25/A16-3(3) ser 0212
of 17 February 1944.
(b) Article 874(6), U.S. Navy Regulations, 1920.
Enclosure: (A) A.A. Action Report dated 0855 Item 15 December 1944.-p.2
(B) A.A. Action Report dated 1900 Item 15 December 1944.-p.6
(C) A.A. Action Report dated 0235 Item 17 December 1944.-p.10
(D) A.A. Action Report dated 1900 Item 17 December 1944.-p.13
1. In compliance with reference (a) enclosures (A), (B),
(C) and (D) are forwarded.

DeBar
D. GASTON

CC:

CincPac
ComPac
Com7th Fleet
CAG 73
CAG 73.5
CAG 73.5.5

1 0446

99929

REPORT FORM FOR AIR ACTION BY SURFACE SHIPS

Location of ship (area) SW Pacific Island USS PAUL HAMILTON (DD590)

Zone Time 0800 UTC DATE 15 December 1944

- (a) RAIL ATTACK FIRST - then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be obtained with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes-no) NO Day-night Day
2. Method picking plane up (Radar, binoculars, naked eye) binoculars & naked eye.
3. Range plane was picked up (50, 30, 10, less than 5 miles) 10 miles
4. Total number of planes observed 15 Type ZIVKES - FRANCES (twin engine)
5. Number of planes attacking own ship 7 Type -----
6. Number of planes taken under fire by own ship 7-9
 - (a) Of those attacking own ship --- Type -----
 - (b) Others ----- Type -----
7. Speed and altitude of approach in knots and feet 250 kts - 150 ft.
8. Number of guns firing-by caliber 5 5"/38 cal. 4 20mm
9. Ammunition expended 100 5"/38 200 20mm
10. Percent service allowance expended 98 5"/38 100 20mm
11. Method of control Automatic Method of spotting No spot applied.
 - Method of ranging optical Method of firing continuous.
12. Approximate time-tracking to first shot 1st - 45th
13. Approximate time of first hits 2nd after opening fire.
14. Approximate time first shot to last shot eq 1.5 min.

-1-

Note: Add descriptive text on additional sheet if required to clarify report.

CONFIDENTIAL

(CONT'D)

REVISED FORM FOR REPORTING AA ACTION BY SURFACE SHIPS

U.S.S. PAUL HAMILTON (DD590)

15. Approximate position angle open fire 1° - 2°
16. Approximate position angle cease fire -----
17. Approximate bearing first shot 29° Relative
18. Approximate bearing last shot 190° Relative
19. Approximate range first shot 7000 yds Altitude of Plane 150 ft.
20. Approximate minimum range aircraft approached 500 yds Altitude 100 ft.
500 yds 12
21. Approximate range last shot 1700 yds 5"/38 Altitude of Plane 200
22. Approximate altitude of bomb release ----- Size of bomb -----
23. Approximate range torpedo release ----- Size torpedo -----
24. Number hits on ship by bombs --- by torpedoes -----
Was ship strafed? ----- Size gun -----
25. Number near bomb misses damaging ship -----
26. Planes shot down:
- | | SURE
(by own ship
alone) | SURE
(Assist) | PROBABLE | DAMAGED |
|------------------------------|--------------------------------|------------------|----------|-----------------|
| | THREE | FOUR | | |
| (a) Those attacking own ship | <u>NONE</u> | | | |
| (b) Other aircraft | <u>three (3) sure</u> | | | |
| | | | | <u>(2) 20mm</u> |
27. Best estimate of size gun or guns responsible for each "Sure" (1) 5"/33
28. Performance of ammunition (excellent, good, bad, poor) Excellent
29. What failures in material occurred in this action? NONE
30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

Note: Add descriptive text on additional sheet if required to clarify report.

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

:jfs

18 December 1944.

Enclosure to A.A. Action Report dated 15 December 1944.

Subject: A.A. Action report by surface ship.

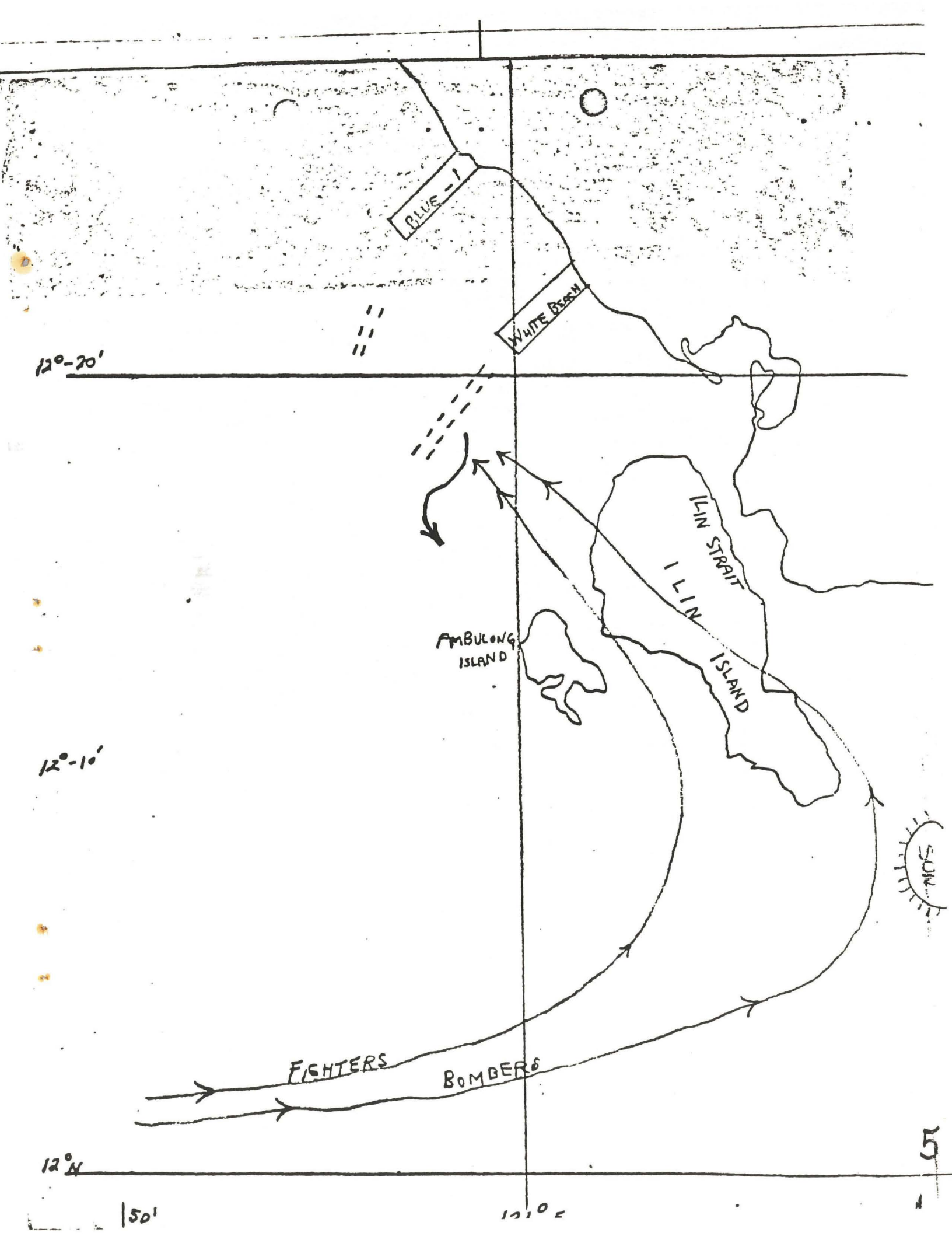
Enemy planes were first sighted by naked eye and then identified by binoculars as enemy. When sighted they were in roughly two groups, on an easterly course. The first group, which apparently consisted of fighters, proceeded easterly until they were between the sun and the task group, then turned and came in low (100 - 200 ft.) over Anbulong Island. The second group, consisting of bombers, following close behind the first group passed over Ilin Island and also came in low. This ship was the first to open fire and held the enemy under fire as long as the guns could bear.

After approximately fifteen (15) rounds of AA COMMON projectiles (Mark 18 Nose Fuse) were fired at an average range of 8,000 yards, one enemy plane was observed to cartwheel into the sea, being destroyed by the fire from this vessel. No flames were observed, and it is believed that the pilot was either killed by fragments or else forced into the water by the bursts.

Two to four enemy planes closed this vessel passing astern approximately 500 yards attempting to make an attack on our task group. These planes were engaged by the Group Three 20MM battery and two (2) 40MM guns. Two (2) planes were observed hit and crashed into the water burning. This is attested to by Colonel Charles T. Trench, 017502, GSC, who was an observer aboard this vessel at the time.

On the above targets, this ship was the only one taking them under fire at the time.

ENCLOSURE (C).



REPORT FORM FOR ACTION BY SURFACE SHIPS

Location of ship (area) Midway Island USS PAUL HAMILTON (DD590)

Zone Time 1000 LMT DATE 15 December 1944.

- (a) REEL ATTACK FIRST - then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memoirs, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes-no) no Day-night DAYLIGHT
2. Method picking plane up (Radar, binoculars, naked eye) Radar
3. Range plane was picked up (50, 30, 10, less than 5 miles) 6 miles
4. Total number of planes observed 000 Type WJACKP
5. Number of planes attacking own ship 000 Type WJACKP
6. Number of planes taken under fire by own ship 000
 - (a) Of those attacking own ship 000 Type WJACKP
 - (b) Others 000 Type -----
7. Speed and altitude of approach in knots and feet Speed 175 Alt. 150 ft.
8. Number of guns firing-by caliber (1) 100 (2) 200
9. Ammunition expended 120 rounds 200, 0 rounds 100
10. Percent service allowance expended 0.00 0.00 0.7 % 100
11. Method of control 000 000 000 Method of spotting -----
 - Method of ranging ----- Method of firing -----
12. Approximate time-tracking to first shot 1:00 sec.
13. Approximate time of first hits -----
14. Approximate time first shot to last shot -----

Note: Add descriptive text on additional sheets if required to clarify report.

ENCLOSURE (B)

CONFIDENTIAL

(CONT'D)

REVISED FORM FOR REPORTING AA ACTION BY SURFACE SHIPS

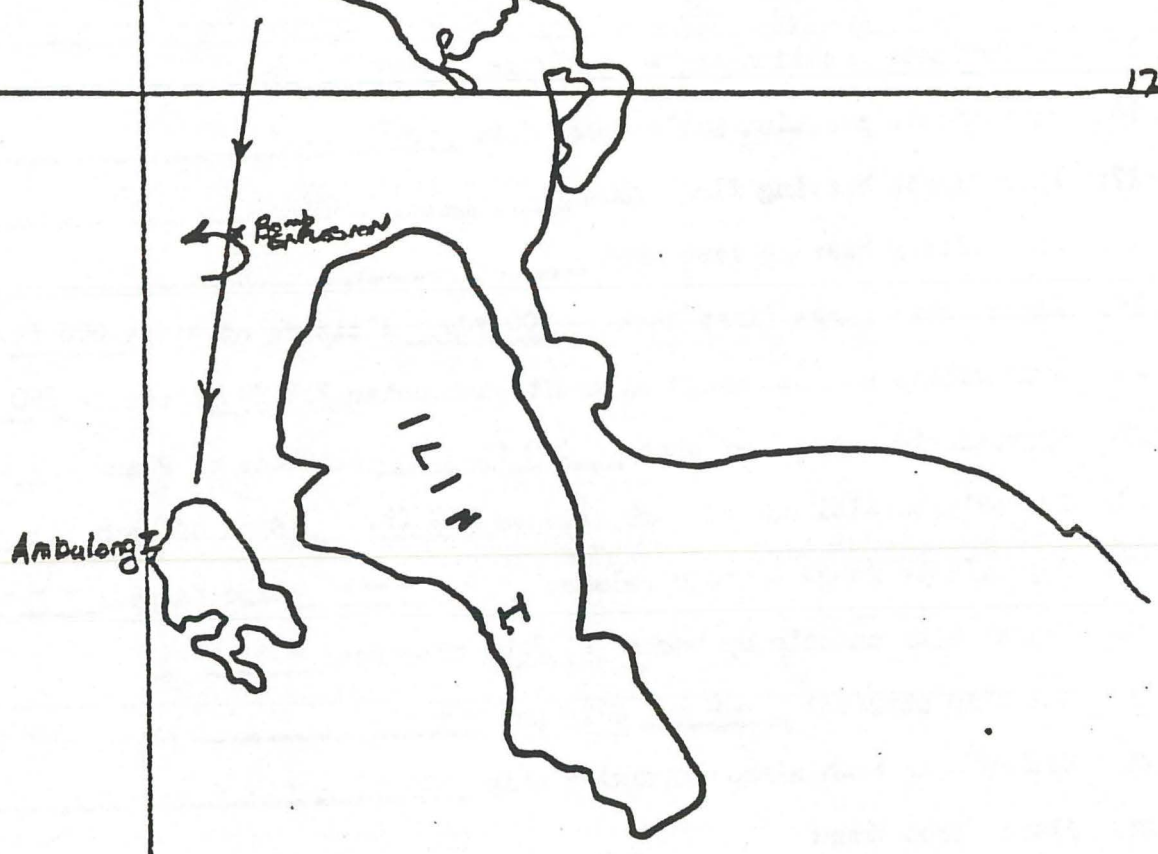
U.S.S. PAUL HAMILTON (DD590)

15. Approximate position angle open fire 85°
16. Approximate position angle cease fire 89°
17. Approximate bearing first shot 130° Relative
18. Approximate bearing last shot _____
19. Approximate range first shot 200 yds Altitude of Plane 600 ft. diving.
20. Approximate minimum range aircraft approached 250 ft. Altitude 250
21. Approximate range last shot 250 ft. Altitude of Plane 250 ft.
22. Approximate altitude of bomb release 250 ft. Size of bomb est. 100#
23. Approximate range torpedo release ----- Size torpedo -----
24. Number hits on ship by bombs NONE by torpedoes -----
- Was ship strafed? ----- Size gun -----
25. Number near bomb misses damaging ship. one
26. Planes shot down:
- | | SURE
(by own ship
alone) | SURE
(Assist) | PROBABLE | DAMAGED |
|------------------------------|--------------------------------|------------------|----------|---------|
| (a) Those attacking own ship | <u>NONE</u> | | | |
| (b) Other aircraft | <u>-----</u> | | | |
27. Best estimate of size gun or guns responsible for each "Sure" -----
28. Performance of ammunition (excellent, good, bad, poor) Excellent
29. What failures in material occurred in this action? NONE
30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

Note: Add descriptive text on additional sheet if required to clarify report.

ENCLOSURE (B)

MINDORO ISLAND



U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

C O N F I D E N T I A L

SUPPLEMENTARY REPORT TO PARAGRAPH 25 OF A.A. ACTION REPORT DATED 15 DEC. 1944.

STARBOARD TORPEDO DIRECTOR MARK 27, MODIFICATION 5, Serial 16435, General Mills Inc.

Condition: 1. One 1"-2" hole in after part of stand midway between base and director.
2. Aluminum outer bearing case cracked and dented inside hole.
3. One 1"x2" piece of shrapnel wedged between outer stand and outer (fixed) bearing surface.
4. Dent in aluminum (fixed) bearing caused central column to bind in train.

Corrective Action:

1. Hammered out dent from inside.
2. Train stiff between 10° to 36°(R).
3. Operative in all respects.

F.D. RADAR MARK 4, ANTENNA CW-66 AAH (MOUNT)

Condition: 1. Jagged shrapnel hole approximately 1"x1" in top of harness connector assembly (Item 57) of lobe switching mechanism for CW-66 AAH Antenna.
2. Shock caused phase shifter of CW-23 AAE range unit to become inoperative thus providing no phase shifting of the 29.5 kc voltage.

Corrective Action:

Reference item (1), at dawn the following morning (16 December 1944) following the action the shrapnel hole was discovered. Adhesive tape was first placed over the hole, then covered with waterproof packing (type used in stuffing boxes), and then covered with another layer of adhesive tape. This did not permit the coaxial line to be put under required 10 lbs/sq. inch air pressure. It is possible some water did enter coaxial line as a result of condensation during the night since this hole was not discovered upon investigation of coaxial line the night of the action, although as of this date there is no evidence of water or water vapor in line. This possibility should cause no concern as this would not be enough water in line since no rain was encountered during night.

Upon entering LEYTE, P.I., harness connector assembly was removed and hole brazed satisfactorily. Upon reassembly of lobing unit by replacing housing FD radar performs satisfactorily.

Reference item (2), during the night of 15-16 December, 1944, CRT removed range unit, checked phase shifter components, cleaned and replaced unit. Upon replacement of unit, phase shifter became operative. It is believed that small piece of metal shorted out phase shifter although no filament of metal was discovered.

ENCLOSURE (B)

8

CONFIDENTIAL

REPORT FORM FOR REPORTING AA ACTION BY SURFACE SHIPS

Location of ship (area) Mindanao Sea USS PAUL HAMILTON (DD590)

Zone Time 0055 Item DATE 17 December 1944

- (a) REPEL ATTACK FIRST - then collect data for this report.
- (b) Do not "Gut" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is plotted with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Commander in Chief, U.S. Fleet.

1. Surprise attack (yes-no) No Day-night Day
2. Method picking plane up (Radar, binoculars, naked eye) Radar
3. Range plane was picked up (50, 30, 10, less than 5 miles) 30
4. Total number of planes observed One Type Dinah or Frances (Twin Engine)
5. Number of planes attacking own ship None Type -----
6. Number of planes taken under fire by own ship One
 - (a) Of those attacking own ship None Type -----
 - (b) Others ----- Type -----
7. Speed and altitude of approach in knots and feet 180 Kts. - 200 ft.
8. Number of guns firing-by caliber (5) - 5"/38
9. Ammunition expended 59 rounds 5"/38 AA Com Mk 18
10. Percent service allowance expended 3.9%
11. Method of control Director Automatic Method of spotting Optical
 - Method of ranging Radar Method of firing Director Continuous
12. Approximate time-tracking to first shot 8 Minutes
13. Approximate time of first hits -----
14. Approximate time first shot to last shot 1 Min. 10 Sec.

-1-

Note: Add descriptive text on additional sheet if required to clarify report.

ENCLOSURE (c)

10

CONFIDENTIAL

(CONT'D)

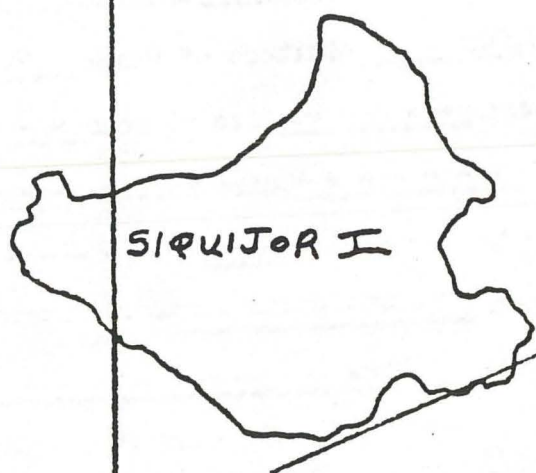
REVISED FORM FOR REPORTING AA ACTION BY SURFACE SHIPS

U.S.S. PAUL HAMILTON (DD590)

15. Approximate position angle open fire 11°
16. Approximate position angle cease fire 11°
17. Approximate bearing first shot 280° Relative
18. Approximate bearing last shot 345° Relative
19. Approximate range first shot 8,000 Altitude of Plane 200 ft.
20. Approximate minimum range aircraft approached 8000 Altitude 200 ft.
21. Approximate range last shot 15,000 Altitude of Plane 200 ft.
22. Approximate altitude of bomb release ----- Size of bomb -----
23. Approximate range torpedo release ----- Size torpedo -----
24. Number hits on ship by bombs --- by torpedoes -----
- Was ship strafed? No Size gun -----
25. Number near bomb misses damaging ship None
26. Planes shot down:
- | | SURE
(by own ship
alone) | SURE
(Assist) | PROBABLE | DAMAGED |
|------------------------------|--------------------------------|------------------|----------|---------|
| (a) Those attacking own ship | <u>None</u> | | | |
| (b) Other aircraft | <u>None</u> | | | |
27. Best estimate of size gun or guns responsible for each "Sure" -----
28. Performance of ammunition (excellent, good, bad, poor) Excellent
29. What failures in material occurred in this action? None
30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

Note: Add descriptive text on additional sheet if required to clarify report.

ENCLOSURE (2)



SIQUIJOR I

9°30'N

CRASHED

C065
S200

OWN
SHIP

C065
S9

9°N

8 SIKING
ISLAND

123-30' E

124°E

12

REPORT ON AIR ACTION BY SURFACE SHIPS

Location of ship (area) Surface Fleet

USS PAUL HAMILTON (DD590)

Zone 1

DATE 17 December 1944

- (a) REAR ATTACK FIRST - then collect data for this report.
- (b) Do not "Gun Deck" this report. If data cannot be estimated with reasonable accuracy, enter dash in space for which no data is available.
- (c) These sheets are to be filled out immediately after action is completed with data available from ship's log, memory, and consultation with ship's officers. Information is essential in order that the effectiveness of our equipment can be determined. Where data are of doubtful accuracy, fill in with general terms.
- (d) Forward under separate cover to Readiness Division, Command Chief, U.S. Fleet.

1. Surprise attack (yes-no) no Day-night Twilight
2. Method picking plane up (Radar, binoculars, naked eye) Radar, Binoculars
3. Range plane was picked up (50, 30, 10, less than 5 miles) 7 miles
4. Total number of planes observed one Type Petty
5. Number of planes attacking own ship one Type Petty
6. Number of planes taken under fire by own ship one
 - (a) Of those attacking own ship one Type Petty
 - (b) Others ----- Type -----
7. Speed and altitude of approach in knots and feet 160 kts. 1000, Shallow Glide.
8. Number of guns firing-by caliber (5) 5"/38 cal.
9. Ammunition expended 57/38 cal. (20) rounds (15) 5"/32 - 7 Mk 18 H.F.
10. Percent service allowance expended 100% 100% 100% 100% 100% 100% 100% 100% 100% 100%
11. Method of control gun control Method of spotting gun control
Method of ranging gun control Method of firing Director Continuous
12. Approximate time-tracking to first shot 3 minutes
13. Approximate time of first hit -----
14. Approximate time first shot to last shot 21 seconds

Note: Add descriptive text on additional sheet if required to clarify

CONFIDENTIAL

(CONT'D)

REVISED FORM FOR REPORTING AA ACTION BY SURFACE SHIPS

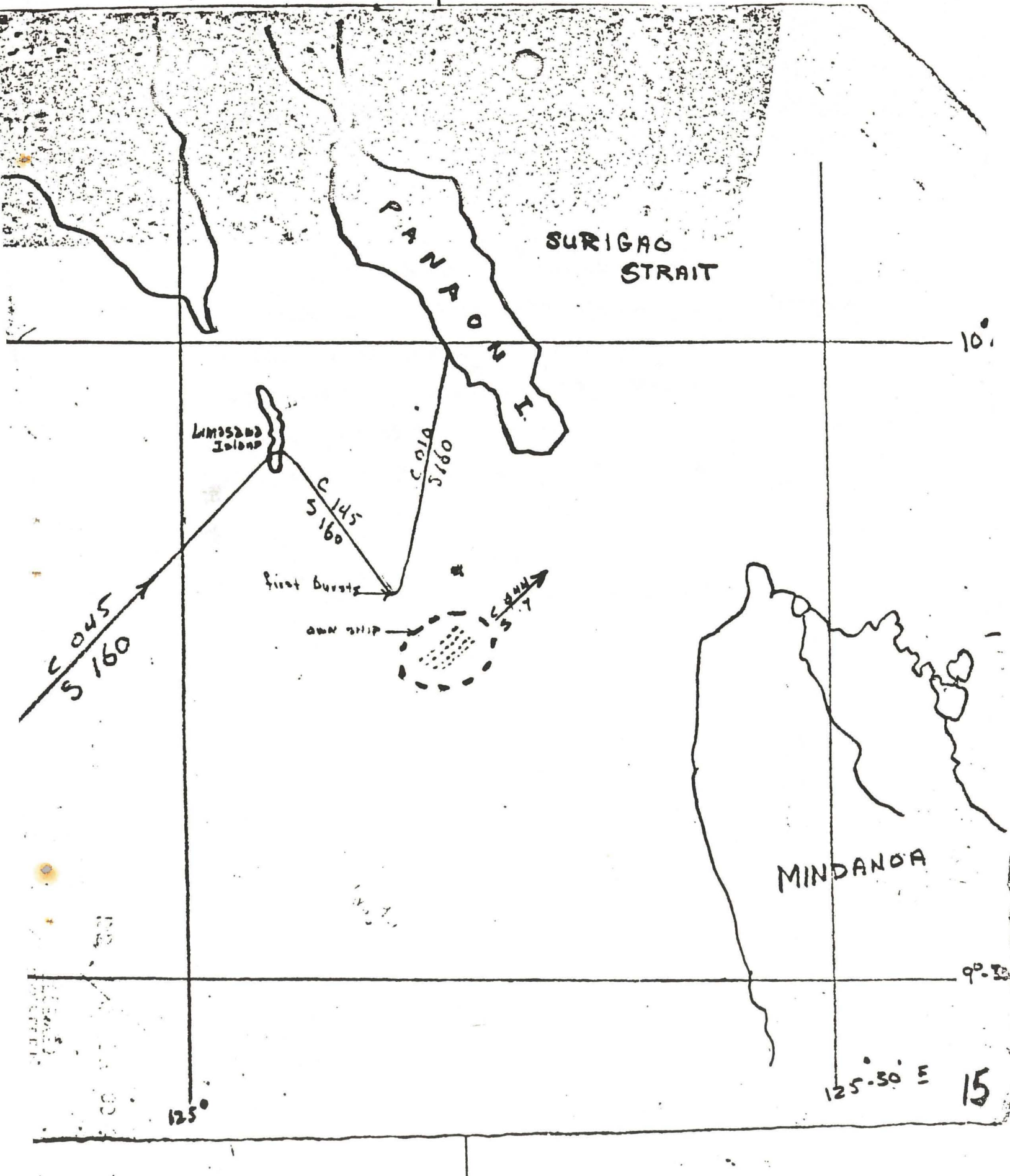
U.S.S. PAUL HAMILTON (DD590)

15. Approximate position angle open fire 5°
16. Approximate position angle cease fire 9°
17. Approximate bearing first shot 270° Relative
18. Approximate bearing last shot 290° Relative
19. Approximate range first shot 4300 Altitude of Plane 1000 ft.
20. Approximate minimum range aircraft approached 1500 yds Altitude 600 ft.
(lost)
21. Approximate range last shot 2000 yds Target Altitude of Plane 600 ft.
22. Approximate altitude of bomb release ----- Size of bomb -----
23. Approximate range torpedo release ----- Size torpedo -----
24. Number hits on ship by bombs --- by torpedoes ---
- Was ship strafed? ----- Size gun -----
25. Number near bomb misses damaging ship -----
26. Planes shot down:
- | | SURE
(by own ship
alone) | SURE
(Assist) | PROBABLE | DAMAGED |
|------------------------------|--------------------------------|------------------|----------|---------|
| (a) Those attacking own ship | <u>None</u> | | | |
| (b) Other aircraft | <u>None</u> | | | |
27. Best estimate of size gun or guns responsible for each "Sure" -----
28. Performance of ammunition (excellent, good, bad, poor) Excellent
29. What failures in material occurred in this action? Possibly Broken firing pin
20 m. Subsequent
inspection reveals firing pin not broken. Casualty attributed to personnel.
30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of gun.
(c) Indicate own maneuvers.

Note: Add descriptive text on additional sheet if required to clarify report.

ENCLOSURE (D)

14



EDSCO/A16-3
Serial: 0110

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

:jpm

DECLASSIFIED

CONFIDENTIAL

Orig
Reg. No. 467
R. S. No. 1 0458
22 December 1944.

From: Commanding Officer.
To : Commander-in-Chief, U.S. Fleet. ✓
Subject: Anti-aircraft action by surface ship - report of.
Reference: (a) Com7thPhib Conf. ltr. FE25/A16-3(3) serial 0212
dated 17 February 1944.
(b) Article 874(6), U.S. Navy Regulations, 1920.
Enclosure: (A) A/A Action Report dated 20 December 1944.-p.2
1. In compliance with reference (a) enclosure (A) is
forwarded.

Carlson
D. CARLSON.

Copy to:
Cinopac
Comdespac
Com7thFlt
CTF 75
Comdesron 51

1- 0458

77
②
99930

FILED

REVISED FORM FOR REPORTING AA ACTION BY SURFACE SHIPS

Location of ship: **San Pedro Bay, P.I.**

U.S.S. PAUL HAMILTON (DD590)

Zone Time: **1851 Item**

Date: **20 December 1944.**

1. Surprise attack (yes-no): **NO.** Day-Night: **TWILIGHT.**
2. Method picking plane up (Radar, binoculars, naked eye): **BINOCULARS.**
3. Range plane was picked up (50, 30, 10, less than 5 miles): **LESS THAN 5 MILES.**
4. Total number of planes observed: **ONE.** Type: **WELL.**
5. Number of planes attacking own ship: **NONE.** Type: **- - - -**
6. Number of planes taken under fire by own ship: **ONE.**
7. (a) Of those attacking own ship: **NONE.** Type: **- - - -**
8. (b) Others: **- - - - -** Type: **- - - -**
9. Speed and altitude of approach in knots and feet: **160 knots - 1000 ft.**
10. Number of guns firing by caliber: **(3) TWIN 40MM - (6) 20MM guns.**
11. Ammunition expended: **117 Rounds HET 40MM - 535 Rounds 20MM.**
12. Percent service allowance expended: **1.25% 20MM - .098% 40MM.**
13. Method of control: **SLIPSTREAMER ON 40MM USING MK 14 SIGHT - MK 14 SIGHT ON 20MM.**
14. Approximate time-tracking to first shot: **30 SECONDS.**
15. Approximate time of first hits: **NOT DETERMINED.**
16. Approximate time first shot to last shot: **40 SECONDS.**
17. Approximate position angle open fire: **25°**
18. Approximate position angle cease fire: **80° PORT SIDE; RESUMED FIRE AT 80°**
STARBOARD; CEASED FIRING AT 50°
19. Approximate bearing first shot: **340° RELATIVE ON PORT SIDE. 110° RELATIVE ON**
STARBOARD SIDE.
20. Approximate bearing last shot: **100° RELATIVE.**
21. Approximate range first shot: **3000 YARDS.** Altitude of plane: **2000 YARDS.**
22. Approximate minimum range aircraft approached: **1000 YARDS.** Altitude: **2000 Ft.**
23. Approximate range last shot: **2500.** Altitude of plane: **1700 Ft.**
24. Approximate altitude of bomb release: **- - - - -** Size of bomb: **- - - - -**
25. Approximate range torpedo release: **- - - - -** Size of torpedo: **- - - - -**
26. Number hits on ship by bombs: **- - - - -** By torpedoes: **- - - - -**
27. Was ship strafed? **NO.** Size gun: **- - - - -**
28. Number near bomb misses damaging ship: **NONE.**
29. Planes shot down: **SURE SURE PROBABLE DAMAGED**
(by own ship (assist) alone)
30. (a) Those attacking own ship: **NONE**
31. (b) Other aircraft: **NONE**
32. Best estimate of size gun or guns responsible for each "Sure": **- - - - -**
33. Performance of ammunition (excellent, good, bad, poor): **EXCELLENT.**
34. What failures in material occurred in this action? **TWO BROKEN EXTRACTORS AND**
ONE TWISTED CRANKSHAFT.
35. Sketch: (a) Indicate direction of attack relative ship's head.
36. (b) Show relative position of sun.
37. (c) Indicate own maneuvers.

Note: Add descriptive text on additional sheet if required to clarify report.

125

125-10 11-20

SAMAR

TACLOBAN

ARMY
AIR-STRIP

SAN PEDRO BAY

LEYTE

CRASHED

SHIP

01
11-10

NOV 15 09

77
④

3

DD590/A16-3
Serial: 04

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

19 January 1945

C O N F I D E N T I A L

From: Commanding Officer
To: Commander in Chief, U S Fleet
Via: (1) Commander Task Unit SEVENTY EIGHT POINT THREE
POINT FIFTEEN
(2) Commander Task Group SEVENTY EIGHT POINT THREE
(3) Commander Task Force Seventy Eight
(4) Commander Task Force Seventy Seven
(5) Commander SEVENTH FLEET

Subject: Anti-Aircraft Action Report - Submission of

Reference: (a) Article 874(6), U S Navy Regulations, 1920
(b) Com7thPhib conf ltr A16-3(3) serial 0212 of
17 February 1944.
(c) Cominch restr ltr serial 2812 of 12 April 1944

Enclosure: (A) DRT of 1838 to 1954, 28 December 1944 p6
(B) DRT of 0718 29 December 1944 p7
(C) DRT of 1738 29 December 1944 p8
(D) Damage Report of 28 December 1944 p9
(E) Gunnery Report of Action from 27 December 1944 to
1 January 1944 p10
(F) Special A/A Action Report, 0331, 28 December 1944 p12
(G) " " " 1702, 29 December 1944 p15
(H) " " " 1925, 29 December 1944 p18
(I) Report of Radar Deception dated 29 December 1944 p21
(J) Special A/A Action Report 2313, 29 December 1944 p23
(K) " " " " 1549, 30 December 1944 p26
(L) " " " " 0042, 1 January 1945 p29

1. In accordance with references (a), (b), and (c) the following action report with enclosures (A) to (L) is forwarded.

2. We departed Leyte in company with Task Unit 78.3.15 at 1600, 27 December 1944 enroute to Mindoro Island as Uncle plus 15 resupply echelon. The Task Unit was alerted to condition of readiness One-Easy upon departure and remained so for the entire operation; the necessity for this was proved several times during the five (5) daytrip. The main body of the disposition was disposed in columns with LST's leading and merchant ships and smaller amphibious craft following. Nine (9) destroyers were stationed as A/A Screen, four (4) along the port side and four (4) along the starboard side with one (1) stationed ahead. The USS PAUL HAMILTON was in station #5, second screening destroyer along the starboard column.

3. At 2038 27 December 1944 the disposition came to course 180° (T) and entered Surigao Straits. At 0030 28 December 1944 the course was changed to 239° (T) and the Task Unit entered the Mindanao Sea. Our presence was first discovered and consequently our first action took place. At 0307 one (1) bogey was picked up on bearing 125° (T), range 11 miles, and upon closing the formation was designated as raid #1. Another bogey, designated as raid #2 was picked up at 0316 bearing 145° (T), range 16 miles. At 0318 the port side of the formation commenced making funnel smoke in an

DD590/A16-3
Serial :04

USS PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

;hs

C O N F I D E N T I A L

19 January 1945

Subject: Anti Aircraft Action R~~X~~port - Submission of

attempt to hide the ships, and at 0320 opened fire. Both bogies passed to the eastward on a northerly course and shortly thereafter raid #1 was lost overland. At 0325 raid #1 re-appeared and raid #2 circled to the left and passed to the south. Raid #1 closed the starboard side and was fired upon by this ship (see enclosure(F). There was no moon and the sky was overcast making visibility extremely limited. The engines of the plane were first heard and then it was seen on our starboard beam pulling out of a glide and turning to the left at a range of about five-hundred (500) yards. It was at this time the twenty-millimeter (20mm) guns on the fan-tail opened fire. Both raids were lost to the south, opening over land.

4. Enemy planes were again picked up at 0403 bearing 183°(T), range 7 miles, and at a bearing 180°(T) range 15 miles. These planes were evidently snoopers and never closed the formation.

5. At 1011 enemy planes were picked up bearing 030°(T) range 18 miles. These planes closed the formation and were visually identified as six (6) ZEKES which split up into two (2) groups of three (3) planes each. The leading group of three (3) enemy planes approached the formation and made suicide dives. (one(1) missed an LCI and hit the water; the second dove into the USS PORCUPINE (IX126); and the third dove into the SS JOHN BURKE, which exploded and disappeared in a few seconds. The concussion and the underwater pressure from the explosion were extremely heavy and caused some damage to this ship (see enclosure (D). The USS PORCUPINE was reported to be on fire and dead in the water. The USS WILSON (DD 408) was sent back to assist in fighting fires and to rescue personnel. The remaining three (3) enemy planes circled the formation at ranges from five (5) to ten (10) miles, but did not attack and shortly thereafter left the area. The USS PORCUPINE (IX126) was abandoned by her crew, who were taken aboard the USS WILSON (DD408).

6. A CAP was assigned to this task unit from U S Army airfields on Leyte and arrived on station at about 1300 departing at about 1500.

7. An enemy aircraft was again picked up at 1646 bearing 070(T) range fourteen (14) miles, and at 1658 this bogey was identified as an OSCAR bearing 354°(T) elevation 9,000 feet over land. This OSCAR did not attack but it is believed he was the spotter for the group attacking at dusk as related below.

8. The initial contact of the bogey raid occurring at dusk as the convoy was entering the Sulu Sea was picked up at 1832 bearing 055°(T) range thirty one (31) miles; and from this time until 2000 the disposition was under deliberate attack. During this interval of time, this ship fired six (6) different times upon attacking enemy planes. The OTC reported that an estimate of twenty (20) enemy planes were involved in the attack. Enclosure(A)

19 January 1945

C O N F I D E N T I A L

Subject: Anti Aircraft Action Report - Submission of

indicates raids tracked and fired upon. During this and other raids many enemy planes were tracked in from the port side of the formation but could not be fired upon from this ship. At 1915 "windows" were reported dropped between bearings 040°(T) to 060°(T) at distances of four (4) to eight (8) miles. Enemy planes finally left the vicinity at midnight on bearings 097°(T) to 180°(T) and all was quiet until 0345, 30 December 1944, at which time snoopers were picked up but did not close the formation.

9, At 0715 enemy planes were contacted at 034°(T) range twenty five (25) miles. These planes closed the formation, split up, circled, and made frequent attacks on ships of the screen and ships of the convoy. This ship fired on a plane of the first attacking raid, tracked as indicated in enclosure (B). These planes were aided in their attacks by poor visibility in the form of rain squalls. At 0720 friendly planes were contacted bearing 060°(T) range thirty four (34) miles. These friendly planes were the CAP assigned this group and arrived in time to disperse the enemy planes. At 0805 two (2) bogey raids were reported bearing 188°(T) range thirty two (32) miles, which was designated as raid #1, and also at 278°(T) range forty (40) miles which was designated as raid #2. At 0813 the bogeys had closed to nine (9) miles on bearing 265°(T) and 120°(T). This ship fired at 0814 upon one (1) enemy plane which closed to four (4) miles and passed astern of the formation.

10 At 1702 three (3) enemy planes made a surprise attack on the formation. They were not contacted by any type of radar, but were sighted diving into the formation from the direction of the sun. Of the three (3) planes (identified as JUDYS) which dove on the formation two (2) of them were taken under fire by twenty-millimeter (20mm) and forty-millimeter (40mm) guns of this ship. One (1) of these planes is believed to have been damaged by our forty-millimeter (40mm) gun fire (see Enclosure (G)). At 1713 the enemy planes again attacked from the East and at 1717 we opened fire. At 1738 a bogey was contacted bearing 100°(T) range ten (10) miles, closing the disposition. At 1743 this bogey had closed to three and one half (3 1/2) miles and this ship opened fire with the USS PRINGLE (DD477). This plane appeared to be making a suicidal attempt on the USS PRINGLE, but missed crashing off their port side (see enclosure (C) for track.

11. Again at 1914 a bogey was contacted at 120°(T) range eighteen (18) miles, which moved on a northerly heading and then turned toward the formation. This plane came directly at the convoy from the starboard beam and this ship opened fire with a perfect solution in full radar control. He went down in flames on the third salvo (see enclosure (H)).

DD590/A16-3
Serial : 04

USS PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco Calif

:hs

C O N F I D E N T I A L

19 January 1945

Subject: Anti Aircraft Action Report - submission of

12. At 1947, 29 December 1944, several enemy planes were reported bearing 315°(T) thirty seven (37) miles. There were three (3) enemy planes which closed the formation and commenced circling the disposition from five (5) to fifteen (15) miles distance at a speed of 110 knots. These planes dropped "windows" and what was believed to be metallic strips suspended by balloons or parachutes at an altitude of six thousand (6000) feet (see enclosure (I)). After dropping "windows" these planes did not close to gun range but continued circling. One (1) red flame was dropped astern of the formation. At 2313 this ship fired on a plane which closed to about four (4) miles (see enclosure (J)). These enemy planes were with us until 0130 despite the presence of one (1) night fighter which was unable to "Tally-Ho" the enemy planes because of the circling tactics that were employed by the enemy.

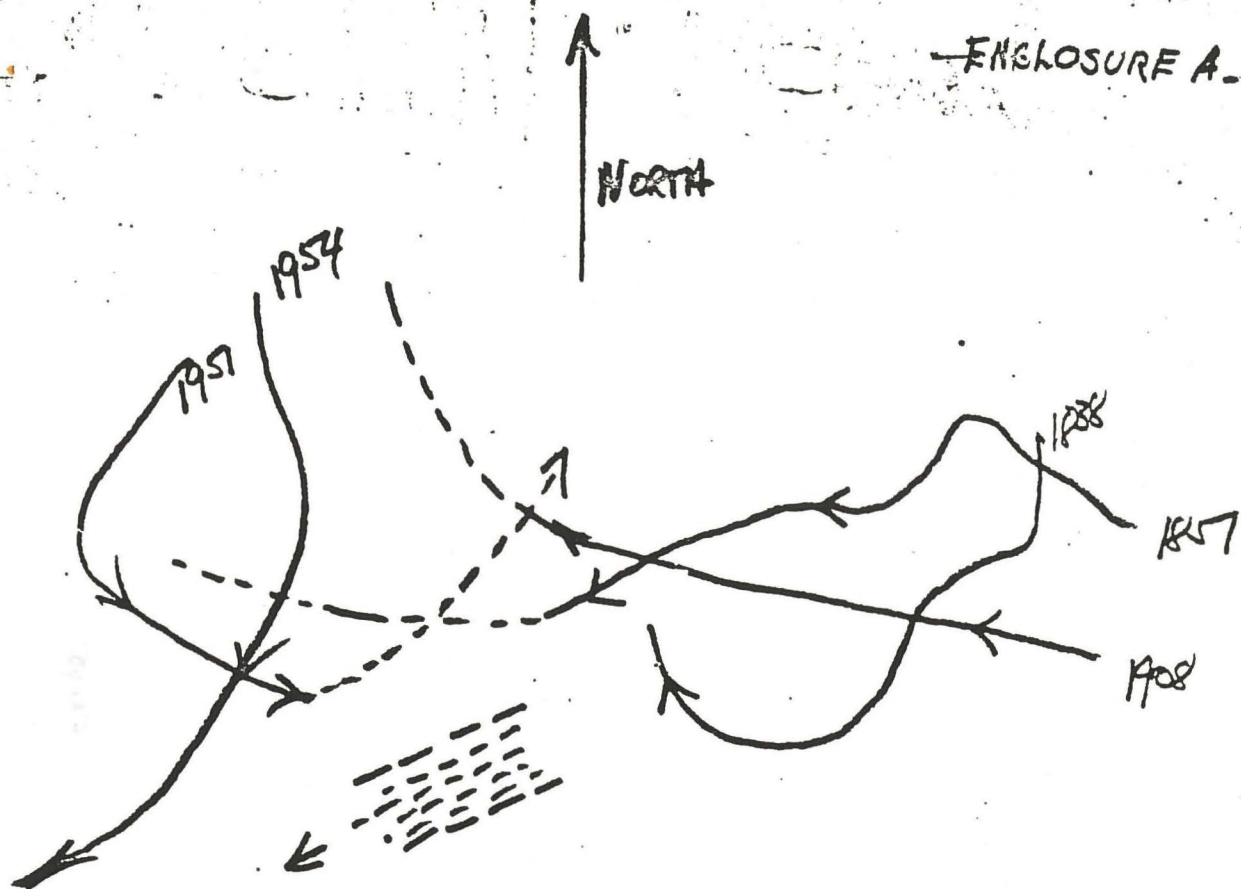
13. The convoy arrived at Mindoro at daybreak, and there was no enemy air opposition. Unloading of all vessels proceeded as scheduled, with the destroyers screening to seaward. At 1559, 30 December 1944, enemy aircraft were reported approaching on bearing 210°(T) range nine (9) miles. The raid consisted of four (4) VALS. The VALS split up and proceeded attacking individual targets. One (1) VAL selected a Merchantman which was about one (1) point on our port bow in near the beach at a range of about 8,000 yards. After releasing his bomb his retirement was directly toward this ship and immediately taken under fire. The enemy plane's evasive tactics were to fly very close to the water to get under our gunfire on a bearing where the least number of our guns could bear. He flew down the starboard side of the ship, his wing tip just missing the side of the ship; and on reaching the bridge area he pulled up and winged over #2 stack missing it by about twenty (20) feet. During his approach it appeared that the bow would cut him in two. In my opinion this enemy plane did not have suicidal intentions, otherwise he could have easily crashed into the ship. During this same attack the USS PRINGLE (DD447) was hit by a suicide plane and the USS GANSEVOORT (DD 608) by a bomb.

14. At 1730, 30 December 1944, all LST's had finished unloading, and the returning ships formed up in cruising disposition. The return trip to Leyte was with only (1) enemy raid which occurred at 0635, 1 January 1945 in the Mindanao Sea. This raid which consisted of a single, high-flying plane circled the formation and then passed over it at a high altitude. All ships opened fire with all guns that could bear (see enclosure (1)).

15. During the enemy air attacks at dusk on 28 December 1944, one (1) man on the after 20mm battery was injured by shrapnel from an unknown source. Alos, during the attack at 0730, 29 December 1944 another man was injured, having his left hand mutilated by shrapnel which was also from an unknown source. The nature of these men's injuries necessitated their being transferred upon arrival in port.

D. CARLSON

cc: CominChief (Advanced Copy)
ComDesPac (Advanced Copy)



Sixth plane fired on not
 tracked by CIC. Picked up
 visually by control & taken
 under fire

28 December 1944

2 0321

Enc (A)

6

ENCLOSURE B.

NORTH

07/8 DEC 29th

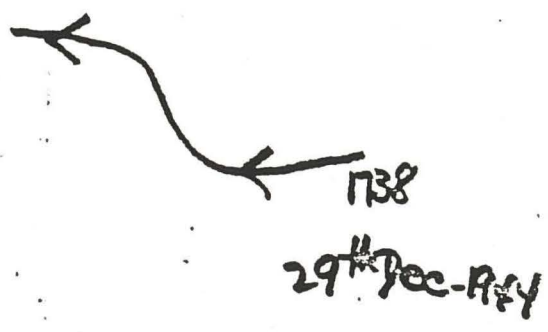
C-196
S-240

2 0321

Enc (B)

7

ENCLOSURE



2 0321

ENCLOSURE (C) 8

U S S PAULDHAMILTON (DD590)
Fleet Post Office
San Francisco, Calif

C O N F I D E N T I A L

Subject: Damage report of 28 December 1944

Reference: (a) Com7thPhib conf ltr serial 0212 of 2-17-44

1. During the UNCLE PLUS 15 RE-SUPPLY ECHELON OPERATION to MINDORO this ship was about 2500 yards from the SS JOHN BURKE which blew up and disappeared in a few seconds. The concussion wave and underwater pressure wave were extremely severe. This ship's side was crushed in about three (3) inches at Frame 100 to 105, portside just below the waterline and transverse bulkhead at frame 105 buckled.

2. The same explosion is believed to have initiated a crack in the vertical seam in the foward port corner of C-1-F, fuel oil tank, later aggravated by heavy seas and causing a leak of 100 gallons per hour into the after engineroom and C-2-E, port shaft alley. Attempts at caulking have failed, and the fuel capacity of this ship has been reduced in the amount of 14,898 gallons at 100% capacity.

3. In addition to above fuel oil is also leaking into the diesel oil tanks from an unknown source.

ENCLOSURE (D)

Subject : Action Report for Period 12 December 1944 - 1 January 1945 - Submission of

Reference: (a) Com7thPhip conf ltr A16-3 serial 0212 of 17 Feb 1944

1. The performance of our ordnance material and equipment is listed as follows:

(a) Throughout all the actions the maintenance policy of this ship reaped its rewards - no serious material casualties were experienced. The only material casualty on the 5"/38 caliber battery was sustained on gun five (5) in which the upper connecting rod (elevation) for the firing stop mechanism became deformed during the course of firing, thus inactivating the firing cut-out cam. One (1) round was fired on a relative bearing of approximately 180° at a low elevation of about five (5) degrees which resulted in flash burns on the personnel manning Group Three (3) 20mm machine guns. Ordinarily Gun #5 cut-out in elevation is 13°. Two Allen bolts position the block attaching the linkage of the gun captain's open sight to the upper connecting rod of the firing cut-out mechanism. This casualty resulted from these Allen bolts becoming loosened during the course of action permitting the block to become offset and jamming the upper connecting rod. As the connecting rod moved up and down with the gun's elevation and depression, the connecting rod became bent with subsequent nullifying action on the firing stop mechanism. The firing cut-out mechanism was checked satisfactorily four (4) days previous to this action.

20mm and 40mm casualties were such as might be expected after operating 15 months - one 20mm front spring, one 20mm face piece lock spring, one 20mm firing pin striker being broken, and two sets of 40mm extractors breaking with one set resulting in the twisting of the crank shaft.

One premature burst was experienced in a 20mm barrel which resulted in approximately three inches of the muzzle being blown off. No personnel casualties resulted. A separate report has been submitted to BUORD covering this casualty.

With one exception fire discipline was good. Once, the 20mm and 40mm batteries continued firing after the order of "cease firing" was given by the Machine Gun Control Officer. With multiple targets, the separate battery control officers exercised excellent judgement in selecting targets.

These actions revealed the absolute necessity of group control officers controlling their individual batteries once action is joined and a close-in melee has resulted. At no time was it necessary to employ divided fire with the main battery, although training for such circumstances has been given main battery and 40mm director personnel. In this respect, two suggestions are made. Provision should be made for communications between 40mm directors and 5" guns. Should the five inch guns be placed on the Mrk 51 Directors. It is believed that such communications would greatly facilitate the positive fire control of these guns. This is a problem which confronts this vessel.

This ship can parallel the JY and JP circuits, but with two or more targets being taken under fire simultaneously with divided fire, it is thought that no one circuit could possibly accommodate all necessary communications - confusion would result.

USS PAUL HAMILTON (DD590)

SUBJECT: Action Report for Period 12 December 1944 - 1 January 1945 - submission of

A good suggestion is that "ready" lights, or even "commence firing" lights might feasibly be installed in the five inch mounts to indicate whether or not the controlling Mark 51 director is "on" the target and firing of the mount is desired.

For full radar controlled tracking and firing the following communications between PLOT, CIC AND CONTROL were found quite satisfactory. For night, trainer, FD range operator, Control Officer (selector switch), computer operator, and Radar Officer in CIC or individual circuit - our 41JS. For day- range finder operator, FD range operator, Control Officer (selector switch) computer operator, and radar officer in CIC on 41JS. In this instance, the trainer wears the 1JW phones.

From this ship's experience it is believed to be sound gunnery doctrine to withhold fire (night-full radar control) until the target has closed to approximately 5,000 yards and a good solution has been obtained. At that range, the plane has committed himself, and must press home his attack without radical evasive maneuvers. To open fire beyond that range, allows the target to maneuver and upset the computer solution.

On all full radar controlled firings it was possible to track and fire with the director pointer using his oscilloscope for determining director elevation. This is attributed to the fact that sufficient tracking time at ranges varying from 18,000 to 30,000 yards permitted good solutions of the problems to be obtained before the targets closed the critical range (6,000 to 8,000 yards and under). For low flying planes pressing home their attacks, the computer solutions generally carried through on target.

While a 6DG synchre is installed, this method of tracking a low flying plane was not employed, and no comments are made.

(b) Ammunition expenditures for the period are follows:

5"/38 AA Common (Mk 18 fuze)	- 296
5"/38 AA Common (Mk 32 Fuze)	- 234
20MM HEI	- 2520 rounds
20MM HET	- 1260 rounds
40MM SERVICE	- 1984 rounds

(c) One (1) twin engine Japanese plane was destroyed at night employing full-radar control and mark 32 projectiles. Another deliberate night attack on this vessel was repelled with the enemy plane being forced to veer off and retire, possibly sustaining damage. One enemy plane which attacked the formation in the vicinity of the USS PRINGLE, crashed as a result of the fire from both the USS PRINGLE and this ship. During an attack by three(3) JUDYS, one was fired on by our 40MM guns and retired smoking. Firing was accurate and this plane is believed to have been damaged.

ENCLOSURE (E)

Co F-01 AA-1

1944

C O N F I D E N T I A L

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS.

Location of ship (area) MISTAKEA SEA U.S.S. PAUL HAMILTON (DD590)

Zone Time, 0311Z Date 23 DECEMBER 1944

1. Surprise attack (yes or no) NO Day or Night NIGHT

2. Method picking plane up (Radar, binoculars, naked eye) RADAR

3. Range Plane was picked up (50, 30, 10, less than 5 miles) 10 MILES

4. Total number of planes observed ONE Type -----

5. Number of planes attacking own ship ONE Type -----

6. Number of planes taken under fire by own ship ONE

(a) Of those attacking own ship ONE Type -----

(b) Others ----- Type -----

7. Speed and altitude of approach in knots and feet 150 KNOTS

8. Number of guns firing-by caliber (4) 20MM

9. Ammunition expended-by caliber 150 ROUNDS

10. Percent service allowance expended .01%

11. Method of control TRACER Method of spotting -----

Method of ranging ----- Method of firing -----

12. Approximate time-tracking to first shot NO TIME

13. Approximate time of first hits NONE

14. Approximate time first shot to last shot 5 SECONDS

15. Approximate position angle open fire 30°

16. Approximate position angle cease fire 40°

17. Approximate bearing first shot 070° RELATIVE

18. Approximate bearing last shot 070° RELATIVE

19. Approximate range first shot 500 YARDS Altitude of plane 150 FEET

20. Approximate minimum range aircraft approached 500 YDS Altitude 150 FEET

21. Approximate range last shot 500 YARDS Altitude 200 FEET

22. Approximate altitude of bomb release ----- Size of bomb -----

ENCLOSURE

CONFIDENTIAL

U.S.S. PAUL HAMILTON (DD590)

REVISED FORM FOR REPORTING A ACTION BY SURFACE SHIPS (contd)

23. Approximate range torpedo release 500 YARDS Size torpedo UNKNOWN
24. Number hits on ship by bombs --- by torpedoes --- Was ship ---
strafed? ---
Size gun ---
25. Number near bomb misses damaging ship -----
26. Planes shot down:
- | | | | | |
|--|------------|--------|-------|---------|
| | SURE | | | |
| | By own | SURE | PROB- | |
| | ship alone | Assist | ABLE | DAMAGED |
- (a) Those attacking own ship NONE
- (b) Other aircraft -----
27. Best estimate of size gun or guns responsible for each "Sure" -----
28. Performance of ammunition (excellent, good, bad, poor) EXCELLENT
29. What failures in material occurred in this action? NONE
30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

NOTE: Add descriptive text on additional sheet if required to clarify report.

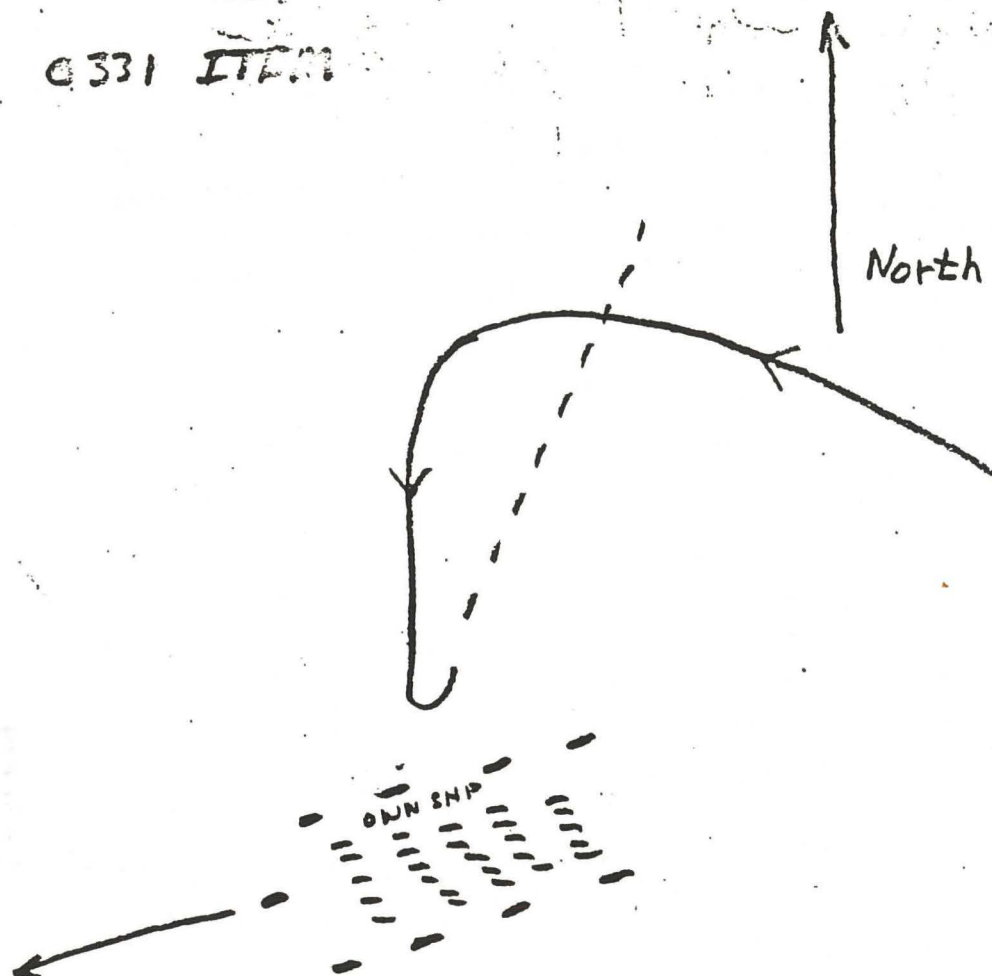
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ENCLOSURE - F

13

0331 ITEM



2 0321

17

Cominch F-01 AA-1

Feb. 1944

C O N F I D E N T I A L

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS.

Location of ship (area).... SOUTH SEA U.S.S. PAUL HAMILTON (DD590)

Zone Time..... 1732 UTC Date.. 29 DECEMBER 1944

1. Surprise attack (yes or no) YES Day or DAY
2. Method picking plane up (Radar, binoculars, naked eye) NAKED EYE
3. Range Plane was picked up (50, 30, 10, less than 5 miles) LESS THAN 5 MILES.
4. Total number of planes observed (3) THREE Type JUDY
5. Number of planes attacking own ship NONE Type _____
6. Number of planes taken under fire by own ship (2) TWO
- (a) Of those attacking own ship NONE Type _____
- (b) Others (2) TWO Type JUDY
7. Speed and altitude of approach in knots and feet UNDETERMINED SPEED - DIVING 20 200 FT
8. Number of guns firing-by caliber (5) 40MM - (4) 20MM.
9. Ammunition expended- by caliber 20MM - 240 ROUNDS -- 40MM - 200 ROUNDS.
10. Percent service allowance expended _____
11. Method of control DIRECTOR AUTOMATIC Method of spotting _____
12. Method of ranging _____ Method of firing DIRECTOR CONTINUOUS
13. Approximate time-tracking to first shot 0
14. Approximate time of first hits 5 SECONDS
15. Approximate time first shot to last shot 20 SECONDS
16. Approximate position angle open fire 15°
17. Approximate position angle cease fire 5° - 15°
18. Approximate bearing first shot (1) 150° R. (2) 200° R.
19. Approximate bearing last shot (1) 020° R. (2) 330° R.
20. Approximate range first shot (1) 750 YDS. (2) 2000 YDS. Altitude of plane (1) 200 FEET (2) 500 FEET
21. Approximate minimum range aircraft approached (1) 800 YDS. (2) 2000 YDS. Altitude (1) 200 FEET (2) 500 FEET
22. Approximate range last shot (1) 4000 YDS. (2) 4000 YDS. Altitude (1) 200 FEET (2) 500 FEET
23. Approximate altitude of bomb release NONE Size of bomb NONE

ENCLOSURE: (6)

ENCLOSURE 6

CONFIDENTIAL

U.S.S. PAUL HAMILTON (DD590)

REVISED FORM FOR REPORTING A ACTION BY SURFACE SHIPS (contd)

23. Approximate range torpedo release NONE Size torpedo NONE
24. Number hits on ship by bombs NONE by torpedoes NONE Was ship strafed? NO
Size gun _____
25. Number near bomb misser damaging ship NONE
26. Planes shot down:
- | | | | | |
|--|------------|--------|-------|---------|
| | SURE | | | |
| | By own | SURE | PROB- | |
| | ship alone | Assist | ABLE | DAMAGED |
- (a) Those attacking own ship _____ (1) ONE
- (b) Other aircraft _____
27. Best estimate of size gun or guns responsible for each "Suro" 40MM
28. Performance of ammunition (excellent, good, bad, poor) EXCELLENT
29. What failures in material occurred in this action? NONE
30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of _____
(c) Indicate own maneuvers.

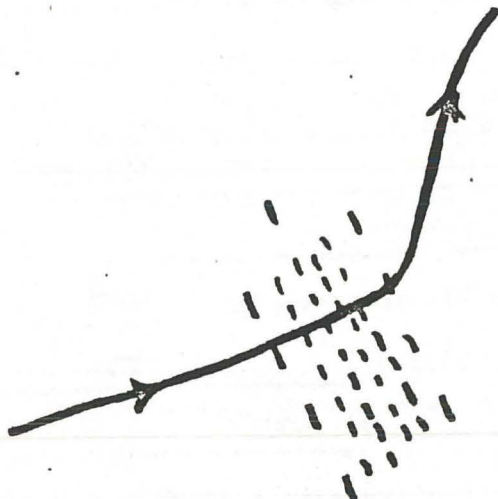
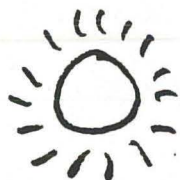
NOTE: Add descriptive text on additional sheets as required to clarify report.

(2)

ENCLOSURE: (a)

ENCLOSURE G

16



LEAF SEEN
SMOKING badly.



NORTH

1702 29 Dec.

(E)

2 0221

Cominch F-01 AA-1

CONFIDENTIAL

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS.

Location of ship (area) Sulu Sea..... U.S.S. PAUL HAMILTON (DD590)²

Zone 1925..... Date 29 December 1944.....

1. Surprise attack (yes or no) NO Day or Night NIGHT
2. Method picking plane up (Radar, binoculars, naked eye) RADAR
3. Range plane was picked up (50, 30, 10, less than 5 miles) 10 MILES
4. Total number of planes observed THREE Type POSSIBLE JAMES OR BETTES
5. Number of planes attacking own ship NONE Type _____
6. Number of planes taken under fire by own ship ONE
 - (a) Of those attacking own ship NONE Type _____
 - (b) Others ONE Type BETTE
7. Speed and altitude of approach in knots and feet 145 KTS - 500 FT
8. Number of guns firing-by caliber 3 - 5"/32 cal.
9. Ammunition expended-by caliber 7 100's
10. Percent services allowance expended 0.3%
11. Method of control DIRECTOR ANTENNAS Method of spotting _____
12. Method of ranging R.D. RADAR Method of firing DIRECTOR CONTINUOUS
12. Approximate time-tracking to first shot 5 MINUTES
13. Approximate time of first hits 4 SECONDS
14. Approximate time first shot to last shot 12 SECONDS
15. Approximate position angle open fire 5°
16. Approximate position angle cease fire 30°
17. Approximate bearing first shot 090(T)
18. Approximate bearing last shot 090(T)
19. Approximate range first shot 4500 YARDS
20. Approximate range last shot 4000 YDS
21. Approximate height of burst 100 FT
22. Approximate distance of burst from ship HIT THE WATER

CONFIDENTIAL

U.S.S. PAUL HAMILTON (DD590)

REVISED FORM FOR REPORTING A ACTION BY SURFACE SHIPS (contd)

23. Approximate range torpedo release NONE Size torpedo NONE

24. Number hits on ship by bombs NONE by torpedoes NONE Was ship
struck?
Size gun NONE

25. Number near bomb misses damaging ship NONE

26. Planes shot down:

FOR OWN SURE PROB-
ship alone Assist ABLE DAMAGED

(a) Those attacking own ship ONE (1)

(b) Other aircraft NONE

27. Best estimate of size gun or guns responsible for each "Suro" 5"/53 CAL.

28. Performance of ammunition (excellent, good, bad, poor) EXCELLENT

29. What failures in material occurred in this action? NONE

30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of gun.
(c) Indicate own maneuvers.

NOTE: Add descriptive text on additional sheet if required to clarify report.

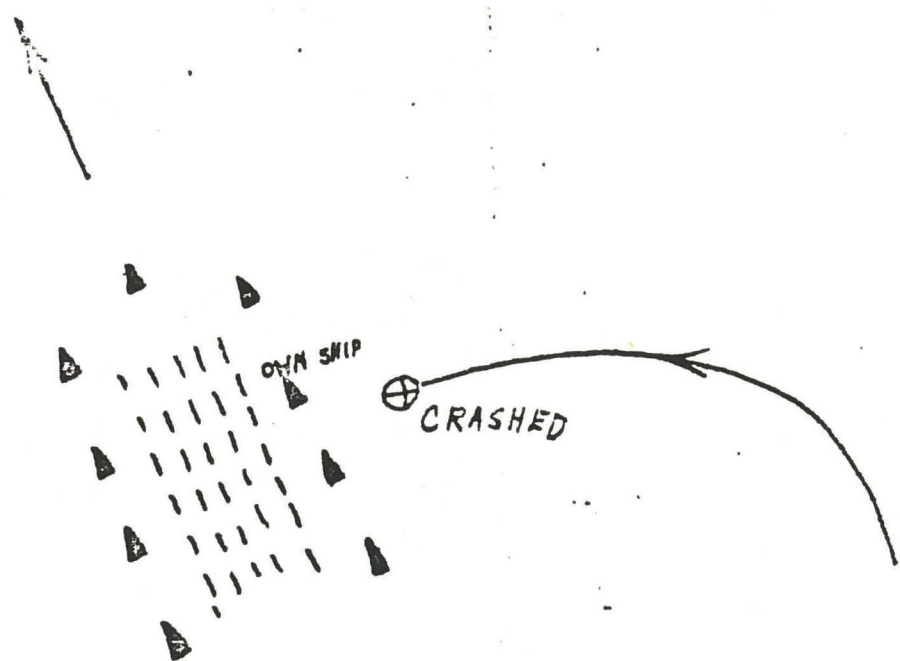
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ENCLOSURE (1)

ENCLOSURE 11

NORTH



1925 29 Dec. 1944

(H)

2 0300

REPORT ON RADAR DECEPTION

REPORT ON RADAR DECEPTION

1. This report is to be submitted to C-1, copies to type commander and Officer, for all commands and instructions immediately after any experience with radar deception (e.g., blinding, jamming). Include photographs or drawings of all radar displays, also track charts and C-1 plots when significant.

2. Fill in the following blanks, insofar as possible:

Name of ship: USS PAUL HAMILTON (DE-370) Lat: 11° 40' N Long: 121° 10' W

Date and time: 27 Dec. 1944. 2030 to 2115. Wind speed and direction: 045°-10 knots.

Weather characteristics: Clear full moon.

Deception noticed on: SG-3, SG-1, FD radars.

Radar Frequencies of these radars: 214MC - 300MC - 713MC.

Compare effectiveness on different radars: SG, most effected; FD, slightly; SG, hardly noticeable.

Origin of deception (plane, shell, rocket): Plane

Range of pip(s): 5 to 9 miles. Bearing 090°- 225°- 300°- 345° (True)

Was the cause of deception identified or captured? No

Description: - - - - -

What visual sighting: None

Time the deception persisted: 45 minutes.

Was there one pip or many? Four (4) were detected on SG-3.

Stationary? No Moved with wind? Yes.

Constant height - - - - - Falling at what speed? - - - - -

Released at what height? 3000 feet. Left screen at what height? - - - - -

Did it - - - - -

Was the pip steady? Yes. Did it blink? - - - - -

Reg. of pip - - - - - Irregularity: - - - - - More or less regularly than normal plane pips

2 0324

REPORT (21)

Page 10

Sanitoch F-01 21-1

Form 100-1

CONFIDENTIAL

REVISED FORM FOR REPORTING ACTION BY SURFACE SHIPS.

Location of ship (area).....U.S.S. PAUL HAMILTON (DD590)

Time.....23/12/1711-18 Date.....29 Dec 1944

1. Surprise attack (yes or no) NO Day or night NIGHT
2. Method picking plane up (Radar, binoculars, naked eye) RADAR
3. Range plane was picked up (50, 30, 10, less than 5 miles) 10 MILES
4. Total number of planes observed ONE Type _____
5. Number of planes attacking own ship _____ Type _____
6. Number of planes taken under fire by own ship ONE
 - (a) Of those attacking own ship _____ Type _____
 - (b) Others _____ Type _____
7. Speed and altitude of approach in knots and feet _____
8. Number of guns firing-by caliber (5) 5"/38 CAL
9. Ammunition expended-by caliber 52 ROUNDS
10. Percent service allowance expended 26%
11. Method of control DIRECTOR AUTOMATIC Method of spotting _____
12. Method of ranging FD RADER Method of firing _____
12. Approximate time-tracking to first shot 15 MINUTES
13. Approximate time of first hits _____
14. Approximate time first shot to last shot 40 SECONDS
15. Approximate position angle open fire 18°
16. Approximate position angle close fire 10°
17. Approximate bearing first shot 120°(T)
18. Approximate bearing last shot 080°(T)
19. Approximate range first shot 6000 YDS 1000 FT
20. Approximate minimum range throughout approach 500 YARDS 100 FT
21. Approximate range last shot 7000 1250 FT
22. Approximate altitude of _____

J

CONFIDENTIAL

U.S.S. PAUL HAMILTON (DD-60)

REVISED FORM FOR REPORTING A & ACTION BY SURFACE SHIPS (contd)

23. Approximate range torpedo released 1 Size torpedo 1

24. Number hits on ship by bombs 1 by torpedoes 1 ship
strafed? 1
Size gun 1

25. Number near bomb misses damaging ship 1

26. Planes shot down: 1

SURE
By own SHIP Assist PROB-
ship alone ABLE DAMAGED

(a) Those attacking own ship 1

(b) Other aircraft 1

27. Best estimate of size gun or guns responsible for each "Sure" 1

28. Performance of ammunition (excellent, good, bad, poor) 1

29. What failures in material occurred in this action? 1

30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

NOTE: Add descriptive text on additional sheet if required to clarify report.

(2)

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ENCLOSURE - J

North



2313 29 December 1944

2 0324

(J)

Commander J. L. AA-1

FEB. 1945

CONFIDENTIAL

REVISED FORM FOR REPORTING J.A.A. ACTION BY SURFACE SHIPS.

Location of ship (area)... SOUTHWEST HINDO, P.I. U.S.S. PAUL HAMILTON (DD590)

Zone Time... 1549 Date... 30 DECEMBER 1944.

1. Surprise attack (yes or no) NO Day or Night DAY
2. Method picking plane up (Radar, binoculars, naked eye) NAKED EYE
3. Range Plane was picked up (50, 30, 10, less than 5 miles) LESS THAN 5 MILES.
4. Total number of planes observed FOUR (4) Type VAL
5. Number of planes attacking own ship (1) ONE Type VAL
6. Number of planes taken under fire by own ship ONE
 - (a) Of those attacking own ship ONE Type VAL
 - (b) Others Type
7. Speed and altitude of approach in knots and feet 250 KTS -- 30 FEET
8. Number of guns firing-by caliber 5 5"/38, 5 40MM, 5 20MM.
9. Ammunition expended- by caliber 5" 32 RDS, 40MM 259 RDS, 20MM 320 RDS
10. Percent service allowance expended 5" 1.6%, 40MM 2%, 20MM 0.8%
11. Method of control DIRECTOR AUTOMATIC Method of spotting NO
12. Method of ranging OPTICS Method of firing DIRECTOR CONTINUOUS.
12. Approximate time-tracking to first shot 15 SECONDS
13. Approximate time of first hits NONE
14. Approximate time first shot to last shot 20 SECONDS
15. Approximate position angle open fire 10°
16. Approximate position angle cease fire 0° 2 0324
17. Approximate bearing first shot
18. Approximate bearing last shot
19. Approximate range first shot Altitude of plane 50 FEET.
20. Approximate minimum range aircraft approached 50 FEET Altitude 50 FEET.
21. Approximate range last shot Altitude 50 FEET
22. Approximate altitude of bomb release Size of bomb

ENCLOSURE: (X)

ENCLOSURE - K 26

CONFIDENTIAL

U.S.S. PAUL HAMILTON (DD590)

REVISED FORM FOR REPORTING A & ACTION BY SURFACE SHIPS (contd)

23. Approximate range torpedo release _____ Size torpedo _____

24. Number hits on ship by bombs _____ by torpedoes _____ This ship
strafed? _____
Size gun _____

25. Number near bomb misses damaging ship _____

26. Planes shot down:

SURE

By own

SURE

PROF-

ship alone Assist

ABLE

DAMAGED

(a) Those attacking own ship NONE

(b) Other aircraft _____

27. Best estimate of size gun or guns responsible for each "Sure" _____

28. Performance of ammunition (excellent, good, bad, poor) EXCELLENT

29. What failures in material occurred in this action? NONE

30. Sketch: (a) Indicate direction of action relative ship's head.
(b) Show relative position of gun.
(c) Indicate own maneuvers.

NOTE: Add descriptive text on additional sheet if required to clarify report.

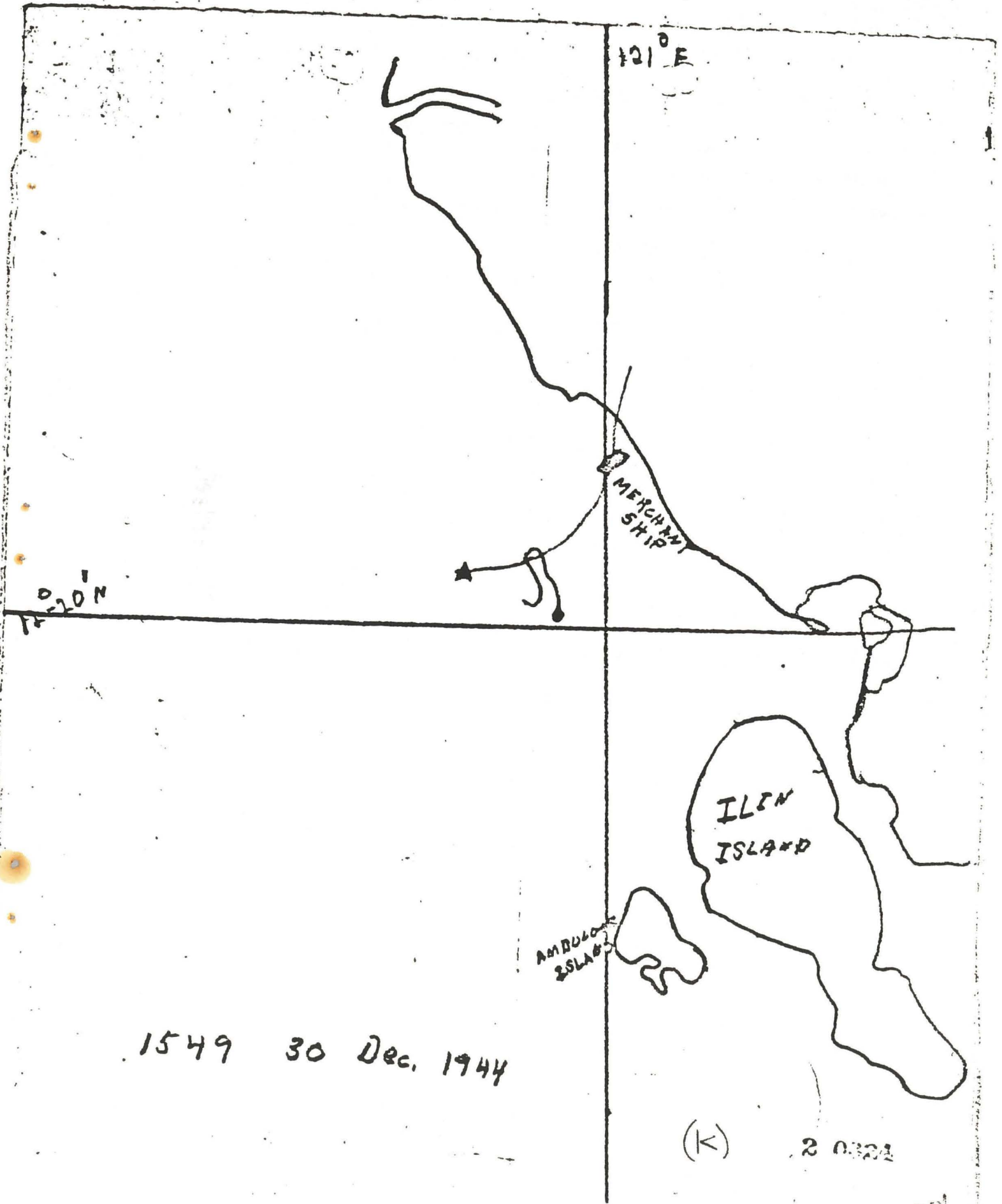
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2 0321

ENCLOSURE: (K)

ENCLOSURE - K

27



1549 30 Dec. 1944

(K)

2 0321

Cominch F-01 AA-1
Feb. 1944
C O N F I D E N T I A L

REVISED FORM FOR REPORTING A.A. ACTION BY SURFACE SHIPS.

Location of ship (area) MINDANAO SEA..... U.S.S. PAUL HAMILTON (DD590)

Zone Time 0642 ITEM..... Date 1 JANUARY 1945

1. Surprise attack (yes or no) NO Day or DAY
2. Method picking plane up (Radar, binoculars, naked eye) RADAR
3. Range Plane was picked up (50, 30, 10, less than 5 miles) 13 MILES
4. Total number of planes observed ONE Type POSSIBLE JILL
5. Number of planes attacking own ship NONE Type
6. Number of planes taken under fire by own ship ONE
 - (a) Of those attacking own ship Type
 - (b) Others Type
7. Speed and altitude of approach in knots and feet 235 KNOTS 10,000 FT.
8. Number of guns firing-by caliber (5) 5"/38 CAL. (3) 40MM (3) 20MM
9. Ammunition expended- by caliber 37 ROUNDS 5"/38 CAL. 140 ROUNDS 40MM 210 ROUNDS 20MM
10. Percent service allowance expended 1.8% 1.1% 0.5%
11. Method of control FIRING DIRECTOR CONTINUOUS Method of spotting
12. Method of ranging RADAR Method of firing DIRECTOR CONTINUOUS
12. Approximate time-tracking to first shot 15 MINUTES
13. Approximate time of first hits NONE OBSERVED
14. Approximate time first shot to last shot 30 SECONDS
15. Approximate position angle open fire 50°
16. Approximate position angle cease fire 70°
17. Approximate bearing first shot 150°(T)
18. Approximate bearing last shot 150°(T)
19. Approximate range first shot 4000 YARDS Altitude of plane 10,000 FT.
20. Approximate minimum range aircraft approached 2000 YARDS Altitude 2,000 FT.
21. Approximate range last shot 4,000 YARDS Altitude 8,000 FT.
22. Approximate altitude of bomb release NONE Size of bomb NONE

ENCLOSURE (L)

(1)

2 0321

ENCLOSURE

29

C O N F I D E N T I A L

U.S.S. PAUL HAMILTON (DE 380)

REVISED FORM FOR REPORTING A ACTION BY SURFACE SHIPS (contd)

23. Approximate range torpedo release NONE Size torpedo NONE

24. Number hits on ship by bombs NONE by torpedoes NONE Was ship
strafed? NO
Size gun _____

Number near bomb misses damaging ship NONE

Planes shot down: NONE

SURE

By own

SURE

PROB-

ship alone Assist ABLE DAMAGED

(a) Those attacking own ship NONE

(b) Other aircraft _____

27. Best estimate of size gun or guns responsible for each "Sure" NONE

28. Performance of ammunition (excellent, good, bad, poor) GOOD

29. What failures in material occurred in this action? NONE

30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

NOTE: Add descriptive text on additional sheet if required to clarify report.

(2)

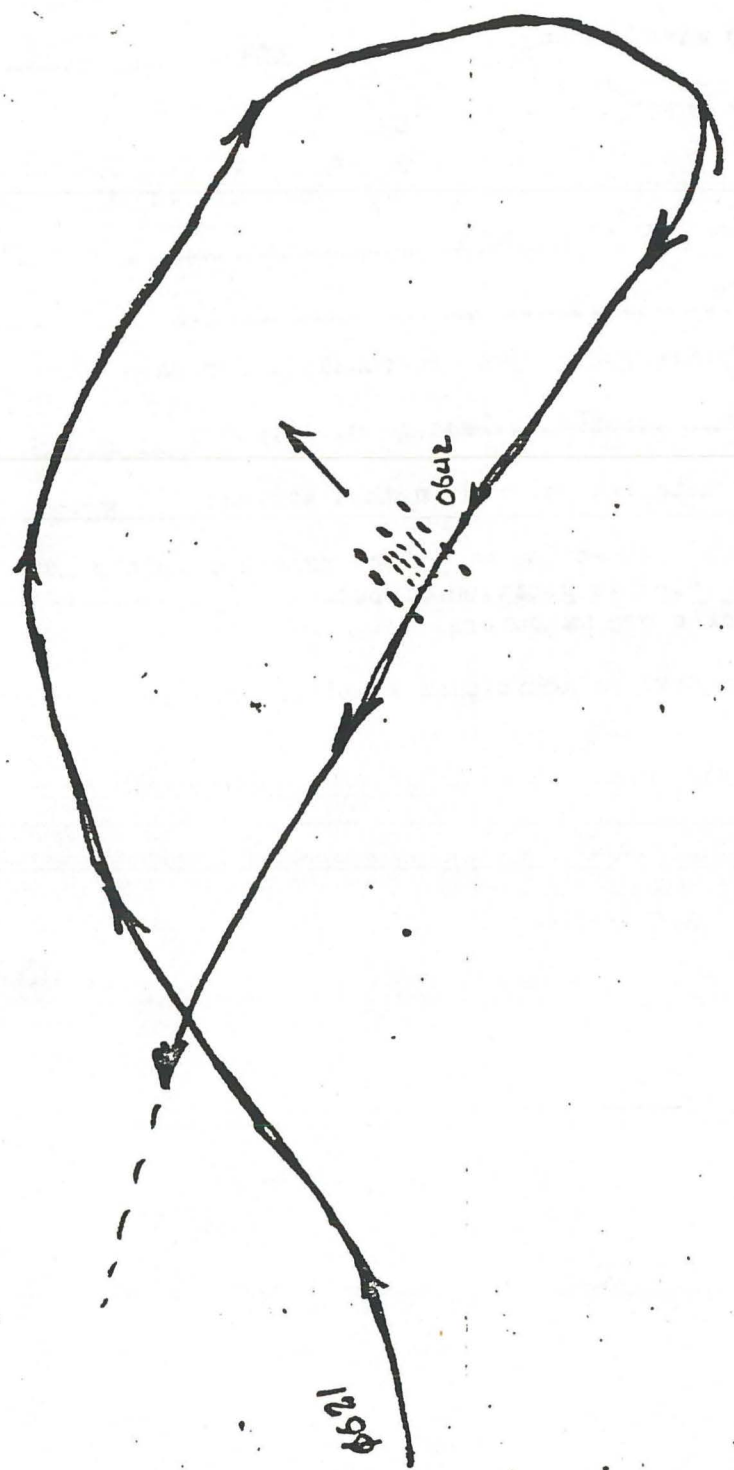
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ENCLOSURE (L)

30

1 JANUARY 1945 31

NORTH



(7)

8521

DD590/A16
Serial: 016

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

192
524
Neg. No. _____
R. S. No. _____
jfs:

DECLASSIFIED
CONFIDENTIAL

11 February 1945

From: Commanding Officer.
To : Commander-in-Chief, United States Fleet.
Subject: War Diary - January 1945.
Reference: (a) CinCPac Conf Ltr LCL-45 of 1 January 1945.
U.S.S. PAUL HAMILTON (DD590) ZD (-9)
1 January 1945

Proceeding enroute Mindoro Island to San Pedro Bay, Leyte Gulf, P.I. in company with Task Unit 78.3.15, Captain J. B. McLean, USN, ComDesDiv 48, USS BUSH (DD529) Flagship. Task Unit composed of retiring convoy from Uncle plus 15 Resupply Echelon to Mindoro consisting of approximately 25 amphibious vessels screened by eight destroyers in Cruising Disposition Victor as follows: USS BUSH (DD529)(F), USS STEVENS (DD479), primary FD, USS STERETT (DD407), USS PHILLIP (DD498), USS PAUL HAMILTON (DD590), USS WILSON (DD408), USS PRINGLE (DD497), secondary FD, and USS EDWARDS (DD619). Steaming eastward through Mindanao Sea until 1400 when passed through Surigao Strait and changed course to northward. Entered Leyte Gulf; and at 2152, Task Unit 78.3.15 was dissolved, ships proceeding independently to anchorage in San Pedro Bay.

Positions

0800	9-22-N	1200	9-41-N	2000	10-40-N
	124-31-E		125-00-E		125-17-E

U.S.S. PAUL HAMILTON (DD590) ZD (-9)
2 January 1945

Anchored in San Pedro Bay. The day was spent replenishing the fuel and ammunition requirements of the ship. At 2333 underway to effect sortie with T.U. 77.2.1 in accordance with ComBatDiv 3 sortie Plan A-163 Serial 0041 dated 31 December 1944.

U.S.S. PAUL HAMILTON (DD590) ZD (-9)
3 January 1945

At 0245 sortie with T.U. 77.2.1 (Rear Admiral G.L. Weyler, USN, ComBatDiv 3, USS NEW MEXICO, Flagship) was completed and cruising disposition 4FW formed as follows: Heavy ships - USS NEW MEXICO (BB40)(F), USS LOUISVILLE (CA28), USS PORTLAND (CA33), USS SALAMONTE (AO26), USS SUALICO (AO49), USS WINOOSKI (AO38), HMAS AUSTRALIA, HMAS SHROPSHIRE, USS MISSISSIPPI (BB41), and USS MINNEAPOLIS (CA36).

110470 FILMED

DD590/A16
Serial: 016

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

jfs:

C O N F I D E N T I A L

11 February 1945

Subject: War Diary - January 1945.

U.S.S. PAUL HAMILTON (DD590)
3 January 1945 (Con't).

ZD (-9)

Screening ships - USS BARTON (DD722)(F), USS ABBOT (DD629), USS SANDS (APD13), USS BRYANT (DD665), USS KILBERLEY (DD521), USS DICKERSON (APD21), USS PAUL HAMILTON (DD590), USS CLEMON (APD31), USS NEW COMB (DD586) USS JAMES E. CRAIG (DE201), USS W.D. PORTER (DD579), USS EICHENBERGER (DE202), HMAS WARRAMUNGA, USS MOALE (DD693), USS ALLEN M. SUMMER (DD692), USS INGRAHAM (DD694), USS LOWRY (DD770), HMAS ARUNTA, USS WATKE (DD723), USS O'BRIEN (DD725), and USS LAFFEY (DD724). T.U. 77.2.1 proceeded on a southerly course and effected rendezvous with T.G. 77.4, Rear Admiral Durgin USN, in USS MAKIN ISLAND (CVE93), and T.U. 77.2 in South Leyte Gulf at 1000. Ships formed Disposition 4RO with two groups, one stationed about 10 miles ahead of the other. The forward disposition consisted of ships of T.U. 77.2.1 and T.U. 77.4.2, and the rear disposition consisted of ships of T.U. 77.2.2 and T.U. 77.4.1. T.G. 77.4.1 included the following ships: USS MAKIN ISLAND (CVE93)(F), USS LUNGA POINT (CVE94), USS BISMARCK SEA (CVE95), USS SALAMAU (CVE96), USS HAGGATT BAY (CVE75), USS KITKUM BAY (CVE71), USS SHALROCK BAY (CVE84), USS TULAGI (CVE72), USS O'FAHERTY (DE340), USS JOHN C. BUTLER (DE339), USS W. SIEVERLING (DE441), USS K.C. CAMPBELL (DE443), USS GOSS (DE444), USS V. M. MOORE (DE442), USS STAFFORD (DE411), USS MAURY (DD401)(F), USS MCCALL (DD400), USS GRIGLEY (DD380), USS HELM (DD388), USS PATTERSON (DD392), USS BAGLEY (DD386), USS EDWARDS (DE406), USS RALPH TALBOT (DD390), and USS HOWARD F. CLARK (DE533). T.G. 77.4.2 included the following ships: USS NATOMA BAY (Flagship, Rear Admiral Stump, USN)(CVE62), USS MANILA BAY (CVE61), USS STEAMER BAY (CVE87), USS WAKE ISLAND (CVE65), USS SAVO ISLAND (CVE78), USS OLMANEY BAY (CVE79), USS HALL (DD583)(F), USS HALLIGAN (DD584), USS TWIGGS (DD591), USS BELL (DD587), and USS BURNS (DD588). T.U. 77.2.2 included the following ships: USS PENNSYLVANIA (BB38), USS CALIFORNIA (BB44), USS MONTEPELIER (CL57), USS COLUMBIA (CL56), USS DENVER (CL58), USS WEST VIRGINIA (BB48)(F), USS COLORADO (BB45), USS MARYLAND (BB46), USS LEUTZE (DD481), USS BENNION (DD682), USS H.L. EDWARDS (DD643), USS R.P. LEARY (DD664), USS ROSS (DD563) and USS ROBINSON (DD562). The formation proceeded on a southerly course and at 1200 passed through Surigao Strait into Mindanao Sea. The planes of T.G. 77.4 formed an adequate CAP and no enemy air attacks occurred.

Positions

0800 10-39-N
126-21-E

1200 9-48-N
125-15-E

2000 9-08-N
123-57-E

DD590/A16
Serial: 016

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

C O N F I D E N T I A L

11 February 1945

Subject: War Diary - January 1945.

U.S.S. PAUL HAMILTON (DD590)
4 January 1945

Task Group 77.2 continued northward through Sulu Sea, leaving Negros and Panay to starboard. Commencing at day-break this ship began transferring mail among ships of T.G. 77.2. The mail transferring exercise continued throughout the day, with the last transfer being made at 1700, at which time returned to station in cruising disposition. There were no alerts or enemy aircraft in the vicinity of the disposition during the day, until 1715 a lone enemy plane crashed into the USS OLMANEY BAY (CVE79) setting her afire. The fire caused by the suicide crash rapidly gained headway and shortly afterward the USS OLMANEY BAY abandoned ship. Destroyers of the screen were designated to standby and pickup survivors, and this ship was one of those designated. We picked up seventy three (73) survivors before being ordered to return to station. The USS BURNS (DD587) was designated to standby and sink the OLMANEY BAY with torpedos which she did at 1955. The seventy three (73) survivors received aboard were transferred to the USS SAVO ISLAND (CVE78) at 2330.

			<u>Positions</u>		
0800	9-59-N	1200	10-35-N	2000	11-34-N
	122-03-E		121-55-E		121-13-E

U.S.S. PAUL HAMILTON (DD590)
5 January 1945

At 0047 and again at 0325 Air Flash Red occurred and gunfire was observed from shore based batteries on Mindoro. At 0759 this ship set Condition of Readiness One-Easy in preparation for expected enemy air attacks. Several unidentified aircraft were picked up during the day, but not until 1650 was the disposition subjected to enemy air attack. At that time three enemy aircraft came in low and attempted to force their way through the screen to attack the aircraft carriers in the center of the disposition, but all were shot down by gunfire of the screening vessels. Again at 1746 five enemy aircraft approached the disposition from the bearing of the sun and succeeded in crashing into the HMAS ARUNTA and SAVO ISLAND (CVE78), USS STAFFORD (DE411) and USS MANILA BAY (CVE61). The USS STAFFORD (DE411) reported to be in a sinking condition and was assisted and taken in tow. The HMAS ARUNTA and SAVO ISLAND had damage that was repaired in a short time, while the MANILA BAY lost power and steering control, dropping astern of the formation. At 1850 the MANILA BAY reported emergency repairs made and able to proceed. Although enemy planes were reported in the vicinity, there were no further attacks on the disposition. T.G. 77.2 proceeded northward in the South China Sea along the west coast of Luzon.

			<u>Positions</u>		
0800	13-10-N	1200	13-44-N	2000	15-19-N
	120-08-E		119-35-E		119-08-E

DD590/A16
Serial: 016

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

C O N F I D E N T I A L

11 February 1945

Subject: War Diary - January 1945

U.S.S. PAUL HAMILTON (DD590)
6 January 1945

Upon arriving at the Lingayen Gulf area about sunrise, the minesweeping and bombardment units of Task Group 77.2 proceeded eastward, leaving the carrier group, Task Group 77.4, to which this ship was assigned, to remain to the westward of Lingayen Gulf. The carrier group split up into two Task Units, T.U. 77.4.1 and T.U. 77.4.2, (CarDiv 24 and USS SAVO ISLAND CVE78), the latter being the one to which this ship was assigned. The two carrier Task Units operated separately. Flight conditions were extremely adverse as a wind of 25-30 knots was blowing from the NNE, however, flight operations were continued throughout the day.

Positions

0800	17-01-N	1200	17-05-N	2000	17-18-N
	119-46-E		119-40-E		119-32-E

U.S.S. PAUL HAMILTON (DD590)
7 January 1945

Task Unit 77.4.2 continued operating in the same approximate area conducting flight operations in support of the T.G. 77.2 which was bombarding the Lingayen Gulf area. Because of the numerous course changes that are necessary in carrier operation, the Sector-Screening method was adopted by the Screen Commander. At 1700 ~~was~~ went alongside the USS NATOMA BAY (CVE62) to receive fuel; this operation was completed at 1820 and ~~was~~ resumed ~~our~~ station in the screen. The wind and sea abated during the afternoon and evening.

Positions

0800	17-06-N	1200	16-43-N	2000	17-11-N
	119-34-E		119-40-E		119-22-E

U.S.S. PAUL HAMILTON (DD590)
8 January 1945

Task Unit 77.4.2 remained in the same area and conducted flight operations in support of the bombardment and minesweeping group as well as for the forthcoming amphibious landings in Lingayen Gulf in accordance with CTF 77 OP-Plan 17-44. The wind had died to strength 2 and the sea was much calmer than the three previous days. At 1637 went alongside USS MANILA BAY (CVE61) to receive fuel; the fact that the carrier could only fuel us with one hose accounts for the frequent fueling operations. ~~was~~ Completed fueling at 1805 and returned to station.

Positions

0800	12-05-N	1200	17-06-N	2000	16-37.8-N
	119-25-E		119-30-E		119-03.3-E

DD590)A16
Serial:016

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

C O N F I D E N T I A L

11 February 1945

Subject: War Diary - January 1945.

U.S.S. PAUL HAMILTON (DD590)
9 January 1945

Today was Sugar-Day ~~am~~, the day of the amphibious landing in Lingayen Gulf on Luzon. Task Unit 77.4.2 continued flight operations throughout the day in support of this operation. Up to and including this date there had been no enemy attacks or activity over or near this Task Unit, which indicated the thoroughness of the Allied attacks on enemy aircraft and aircraft installations. At 2030 the USS SHAMROCK BAY (CVE84) joined T.U. 77.4.2.

Positions

0800	17-33-N	1200	16-35-N	2000	17-27-N
	119-34-E		119-31-E		119-33-E

U.S.S. PAUL HAMILTON (DD590)
10 January 1945.

As on the previous days, T.U. 77.4.2 operated northwest of the Lingayen Gulf area, conducting flight operations in support of Allied forces on Luzon. However, the wind had increased to 25-30 knots, blowing from NNE, and the swell had increased considerably, which made flight operations difficult.

Positions

0800	17-01-N	1200	17-01-N	2000	17-08-N
	119-32-E		119-35-E		119-33-E

U.S.S. PAUL HAMILTON (DD590)
11 January 1945.

Flight operations were continued as on the previous days. The wind and sea continued to be adverse with no indications of abating. Since Mike-One operations commenced in this area six days ago, there had been negligible enemy air resistance, and as a result, ~~we~~ secured from Condition of Readiness One-Easy and set Condition of Readiness II-Mike. Some enemy aircraft were reported to the East and Southeast, but none of which closed to less range than 35 miles. At 0810 T.U. 77.2.1 consisting of heavy ships of the bombardment group joined T.U. 77.4.2 and formed a combined cruising disposition. The OTC of T.U. 77.2.1 was in USS NEW MEXICO (BB40) and ComScreen was in USS BARTON (DD722).

Positions

0800	17-25-N	1200	17-17-N	2000	17-02-N
	119-16-E		119-21-E		119-17-E

DD590/A16
Serial: 016

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

C O N F I D E N T I A L

11 February 1945

Subject: War Diary - January 1945.

U.S.S. PAUL HAMILTON (DD590)
12 January 1945.

Task Unit 77.2.1 and T.U. 77.4.2 continued operations as before. At 0800 USS CHEPACHET (AO78) was directed to take station in the center of the disposition in preparation to conducting fueling exercises. Went alongside to fuel at 1130 and completed at 1315. At 1522 in compliance with orders of CTU 77.4.2 proceeded in company with USS EDWARDS (DD683) to carry out orders of CTG 77.4 to effect a rendezvous with USS TALLULAH (AO50) and USS SCHUYLKILL (AO76) and act as temporary escorts. At 1820 the rendezvous was made and Com-DesDiv 102 in USS CHARETTE (DD582) was relieved of screening duties. Proceeded north to rendezvous with T.U. 77.4.1 and T.U. 77.4.2.

Positions

0800	16-42-N	1200	17-09-N	2000	16-40-N
	119-06-E		119-16-E		119-20-E

U.S.S. PAUL HAMILTON (DD590)
13 January 1945.

Radar contact was established with T.U. 77.4.2 at 0456. At 0644 the USS TALLULAH (AO50) reported steering casualty and the USS EDWARDS (DD683) was designated to screen the TALLULAH until repairs could be made. This ship proceeded with the USS SCHUYLKILL (AO76) and reported to CTU 77.4.2 at 0810. Ships of T.U. 77.4.2 commenced fueling and completed at 1650. As on previous days, flight operations were carried out throughout the day. The wind and sea continued strong from the Northeast.

Positions

0800	17-21-N	1200	17-43-N	2000	17-44-N
	119-11-E		118-27-E		119-41-E

U.S.S. PAUL HAMILTON (DD590)
14 January 1945.

Operations were carried out as on previous days. Flight operations and fueling being continued. At 1300 went alongside USS CHIPACHET (AO78) to fuel and completed fueling at 1430. At 1750 was observed a TBF "Avenger" which was one of the ASP make a forced landing, and this ship was designated to pick up survivors. The pilot and the two crew members which were based on the USS SHAMROCK BAY (CVE84) were brought aboard uninjured.

Positions

0800	17-19-N	1200	17-35-N	2000	18-11-N
	119-28-E		119-32-E		119-43-E

DD590/A16
Serial: 016

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

C O N F I D E N T I A L

11 February 1945

Subject: War Diary - January 1945.

U.S.S. PAUL HAMILTON (DD590)
15 January 1945.

At 0800 T.U. 77.2.1 and T.U. 77.4.2 combined to form a circular disposition. The remainder of the day was spent operating in the same general area; with flight operations as necessary for ASP and operations as necessary for ASP and CAP and support of operations on Luzon.

Positions

0800	16-56-N	1200	16-59-N	2000	17-08-N
	119-26-E		119-26-E		119-30-E

U.S.S. PAUL HAMILTON (DD590)
16 January 1945.

The disposition remained cruising in the same area NW of Lingayen Gulf. At 0750 this ship proceeded to go alongside the USS SHAMROCK BAY (CVE84) to transfer the survivors of the plane that made a forced landing which were picked up two days previous. However, the sea was too rough to effect the transfer safely. Flight operations were continued.

Positions

0800	17-04-N	1200	17-04-N	2000	17-17-N
	119-39-E		119-36-E		119-37-E

U.S.S. PAUL HAMILTON (DD590)
17 January 1945.

At 0820 left station to go alongside SHAMROCK BAY to transfer the three survivors of the Avenger which was forced down on the fourteen of January. Upon completion of the transfer resumed station in screen. At 1224 received orders to go alongside USS MANILA BAY (CVE61) to receive material for transfer to USS NATOMA BAY (CVE62). All material for transfer was received aboard, but the seas were too rough to transfer the material to the NATOMA BAY. At 1828 ComCardiv 26 with USS SHAMROCK BAY (CVE84), USS MANILA BAY (CVE81) and USS WAKE ISLAND (CVE65) were detached from Task Unit 77.4.2 to report CTU 77.4.1. After all aircraft had been landed at dusk, the disposition proceeded on a southeasterly course.

Positions

0800	16-39-N	1200	16-56-N	2000	16-52-N
	119-15-E		119-18-E		119-34-E

DD590/A16
Serial: 016

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

jfs:

C O N F I D E N T I A L

11 February 1945.

Subject: War Diary - January 1945.

U.S.S. PAUL HAMILTON (DD590)
18 January 1945.

Task Group 77.4.2 proceeded on southerly courses throughout the day, and only changing the course to the Northeast when aircraft were being landed or launched. At 0820 received orders to complete the transfer of material that was received aboard on the previous day. The transfer was completed at noon at which time resumed station in the screen. Again at 1730 received orders to transfer mail from USS MARCUS ISLAND (CVE77) to USS NATOMA BAY (CVE62); at 1830 the transfer was completed resumed station in the screen. At 1900 CTG 77.3 assumed tactical command of TG 77.3 and TG 77.4. At 1920 in accordance with orders of CTG 77.3, T.U. 77.4.1 consisting of USS NATOMA BAY (CVE62) CTU 77.4.1, USS SAVO ISLAND (CVE78) and USS STEAMER BAY (CVE87) with 10 ships as escorts, of which this ship was one, formed cruising disposition and proceeded to Mangarin Bay, Mindoro, P.I.

Positions

0800	14-32-N	1200	14-06-N	2000	13-11-N
	119-09-E		119-10-E		119-13-E

U.S.S. PAUL HAMILTON (DD590)
19 January 1945.

At 0800 T.U. 77.4.1 arrived at Mangarin Bay, Mindoro Island and proceeded to go alongside various ships for the replenishment of fuel and ammunition. After completion of fueling, anchored in Mangarin Bay.

U.S.S. PAUL HAMILTON (DD590)
20 January 1945.

At 0530 T.U. 77.4.1 got underway from Mangarin Bay, Mindoro and proceeded westward through Mindoro Straits into the South China Sea to rendezvous with T.G. 77.4. At 1425 joined up with T.G. 77.4 and 30.8.18 and remained in the area west of Mindoro. Flight operations were conducted as necessary to furnish ASP and CAP over and in the vicinity of T.G. 77.4. At 2015 in accordance with CTG 77.4. 0815 of 20 January 1945 this ship was detached as part of T.U. 77.4.3 to proceed to Mangarin Bay, Mindoro for replenishment of supplies.

Positions

0800	12-44-N	1200	13-10-N	2000	13-12-N
	120-36-E		119-53-E		119-11-E

DD590/A16
Serial: 016

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

jfs:

C O N F I D E N T I A L

11 February 1945

Subject: War Diary - January 1945.

U.S.S. PAUL HAMILTON (DD590)
21 January 1945.

T.U. 77.4.3 entered Mindoro Straits on easterly courses and at 0800 arrived at Mangarin Bay to replenish fuel and ammunition requirements. In compliance with CTF 77, 190456 despatch of January 1945, DesDiv 101 less USS HARADEN (DD585) reported to T.U. 78.3.19. At 1530 in accordance with orders of T.U. 78.5.19, DesDiv 101 less USS HARADEN designated as T.U. 77.4.20 got underway and proceeded to San Pedro Bay via the usual convoy route.

Positions

0800	12-22-N 120-59-E	1200	Anchored at Mindoro	2000	11-07-N 121-28-E
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U.S.S. PAUL HAMILTON (DD590)
22 January 1945.

At 0400 T.U. 77.4.20 entered Mindanao Sea and passed a friendly convoy which was returning from Lingayen Gulf. At 1400 T.U. 77.4.20 passed through Surigao Straits and headed on Northerly courses toward San Pedro Bay, arriving at 1751 and upon arrival reported to CTF 78.

Positions

0800	9-06-N 123-49-E	1200	9-42-N 125-04-E	2000	Anchored at San Pedro Bay
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U.S.S. PAUL HAMILTON (DD590)
23 January 1945.

In compliance with orders of CTF 78 DesDiv 101 less USS HARADEN (DD585) departed from San Pedro Bay for Ulithi Atoll at 0655. ~~It~~ Steamed in column at double distance (600 yards) until 0900, at which time a line of sections was formed at double distance and interval. Heavy rain squalls and moderate wind and sea occurred during the morning.

Positions

0800	10-54-N 125-22-E	1200	10-25-N 126-26-E	2000	9-43-N 128-53-E
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DD590/A16
Serial: 016

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

jfs:

C O N F I D E N T I A L

11 February 1945

Subject: War Diary - January 1945.

U.S.S. PAUL HAMILTON (DD590)
24 January 1945.

DesDiv 101 less USS HARADEN proceeded as before. During the morning all ships test-fired machine guns and conducted test firing of 5"/38 cal. projectiles with Mk.32 nose fuze. The result of the sample firing indicated that all Mk.32 nose fuzes on this ship needed to be replaced.

Positions

0800	9-50-N	1200	9-34-N	2000	9-15-N
	133-10-E		134-18-E		136-56-E

U.S.S. PAUL HAMILTON (DD590)
25 January 1945.

At 0700 DesDiv 101 entered Ulithi Atoll and proceeded to replenish fuel and ammunition. At 0845 the zone time was changed to (-10). Upon completion of fueling and replenishing ammunition, DesDiv 101 proceeded to go alongside USS PIEDMONT (AD17) for availability.

U.S.S. PAUL HAMILTON (DD590)
26 - 28 January 1945.

ZD (-10)

Moored alongside USS PIEDMONT (AD17) for availability.

U.S.S. PAUL HAMILTON (DD590)
29 January 1945.

At 0700 we got underway from alongside USS PIEDMONT (AD17) and anchored in Ulithi Atoll.

U.S.S. PAUL HAMILTON (DD590)
30 - 31 January 1945.

Anchored in Southern Anchorage, Ulithi Atoll, Western Caroline Islands.

D. Carlson
D. CARLSON.

cc: Cincpac

DD590/A16-3
Serial: 05

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

DECLASSIFIED

23 January 1945

C-O-N-F-I-D-E-N-T-I-A-L

6 02203

From: Commanding Officer.
To : Commander Destroyer Squadron FIFTY-ONE.
Subject: Action Report:
LINGAYEN-SAN FABIAN OPERATION.
Reference: (a) Art. 874(6), U.S. Navy Regulations 1920.
(b) CINCPAC conf. ltr. 2CL-44 serial 03 of
1 January 1944.

1. In accordance with references (a) and (b) the following action report is submitted.

Carlson
D. CARLSON

Enclosure (C) to
CTU 77.4.23 serial 03
8 February, 1945

DD590/A16-3
Serial: 05

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

:hs

24 January 1945.

~~C O N F I D E N T I A L~~

Subject: Action Report:
LINGAYEN-SAN FABIAN OPERATION.

PART I

Not Submitted in Accordance with ALNAV 215.

PART II

CHRONOLOGICAL ORDER OF EVENTS:

0001-2400 - 3 January 1945.

Sortied with Task Unit 77.2.1 at 0001. At 0245, assumed screening station in circular screen, as Task Unit 77.2.1 formed cruising disposition and proceeded in a southeasterly course toward rendezvous in Leyte Gulf with Task Unit 77.4. At 0320 the ship went to General Quarters for a "Red" Alert, and secured from General Quarters at 0425. At 0411 the disposition changed course to the south. At 0915 this unit made rendezvous with Task Group 77.4 and T.U. 77.2.2 and formed cruising disposition 4-BO. Two dispositions were formed, the forward consisting of T.U. 77.2.1 and T.U. 77.4.2; and the after disposition consisted of T.U. 77.2.2 and T.U. 77.4.1. This ship was assigned a station in the inner screen of the after disposition. The formation zig-zagged along the route frequently changing course into the wind for carrier operations. At about 1000 the after disposition entered Surigao Straits proceeding southward. Passed through Surigao Straits at 1120 and entered the Mindanao Sea. At 1226 the U.S.S. MAURY (DD401) rescued a pilot from a plane which had crashed into the water. At 1849 during the dusk alert period, a bogey was reported bearing 236°(T), range 22 miles. At 1901 contacted the bogey, bearing 160°(T) range 26 miles, closing the formation. This plane closed the forward disposition and at 1908 the H.M.A.S. SHROPSHIRE reported that a plane had crashed into the water off her port beam. At 2001 secured from dusk alert General Quarters and set Condition II-M.

0001-2400 - 4 January 1945.

At 0045 another unidentified aircraft was reported bearing 259°(T) range 9 miles. The ship went to General Quarters. The bogey closed the forward disposition to 5 miles, then opened and was lost overland to the North. At 0117 set Condition II-M on receipt of "Flash White" from the OTC.

On the report of a bogey bearing 111°(T), range 9 miles at 0334, this ship went to General Quarters. This plane was tracked but did not close the disposition. Two additional bogey raids closed the forward disposition from the East to about 6 miles but no attacks occurred. At 0355 windows were reported dropped. The bogies left the area at 0438, and at 0453 the ship secured from General Quarters. At 0740 this ship commenced taking mail from various ships of the after disposition for delivery to the forward group. After completion of picking up mail, proceeded at high speed to the forward group for delivery.

From 1123 to 1140 General Quarters was set for a "Red Alert". At 1206 the ship commenced delivery of mail and after completion of this operation proceeded back to join the after disposition. Upon arrival, delivered mail to various units and resumed previous screening station at 1703. At 1713 the ship went to General Quarters in compliance with an "Air Flash Red" signal and at 1715 observed a Japanese plane crash dive into the U.S.S. OMMANEY BAY (CVE79), which immediately caught on fire. No other attacks were seen or bogies picked up by this ship.

DD590/A16-3
Serial: 05

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

:hs

23 January 1945.

~~CONFIDENTIAL~~

Subject: Action Report:
LINGAYEN-SAN FABIAN OPERATION.

0001-2400 - 4 January 1945 (CONT.)

Information was received over the TBS-1 Voice Circuit that the U.S.S. OSMANEY BAY (CVE79) was badly damaged with uncontrollable fires, and that her crew was abandoning ship. At 1800 as one of the destroyers detailed, the U.S.S. PAUL HAMILTON (DD590) proceeded to the vicinity of the burning ship and maneuvered to rescue survivors. At this point blazing fires with intermittent explosions were observed aboard the carrier. Both of the ship's boats were lowered and all the survivors in sight (a total of seventy three (73)) were rescued. After a thorough search had been made, the boats were hoisted and the ship resumed former station in the screen at 1906. The U.S.S. BURNS (DD588) was ordered to torpedo the U.S.S. OSMANEY BAY (CVE79) and reported mission accomplished at 1955. At 2033 the ship secured from General Quarters and set condition of readiness II-M. All survivors taken aboard were examined by the Medical Officer and given medical attention as necessary. At 2247 the disposition stopped and the ship proceeded alongside the port quarter of the U.S.S. SAVO ISLAND (CVE78), secured #1, #2, and #3 lines from the forecandle to her port quarter, and commenced transferring all survivors. At 2358 transfer had been completed and the ship resumed previous station in the screen.

0001-2400 - 5 January 1945.

At 0047, 5 January 1945, the ship went to General Quarters for an "Air Flash Red" signal, and at 0200 secured from General Quarters. At 0050 all personnel transfers having been made, the disposition again continued toward the objective area on base course and speed. In order to maintain a condition of instant readiness when the ship secured from dawn alert General Quarters a condition One-Easy was set and maintained for several days. At 0836 Pursuant to a "Flash Red" signal the ship went to General Quarters. An unidentified aircraft was reported bearing 032°(T), range eight and one-half (8½) miles. At 0906 following a "Flash White" from the OTC, condition One-Easy was reset. At 1258 a bogey was reported 13 miles to the East and the ship went to General Quarters. Subsequent plot indicated bogey was opening with the CAP in hot pursuit. At 1342 after the bogey scare, condition One-Easy was again set. At 1521 a bogey was reported bearing 075°(T), range 38 miles going South. At 1615 General Quarters was set for "Flash Red" and secured at 1639. At 1648 the bogey previously reported and consisting of two (2) to four (4) planes was closing on bearing 105°(T) range eighteen miles. At 1653 the screening ships on the starboard side of the formation opened fire on two (2) enemy planes. Both were reported shot down. At 1710 gunfire was observed to the North, and a few minutes later the U.S.S. LOUISVILLE (CA28) was hit by an enemy plane in a suicide dive. At 1720 bogeys were reported bearing 215°(T) range 14 miles, closing. At 1745 one (1) enemy plane was reported shot down by our CAP 10 miles to the Eastward. Screening ships on the port side opened fire at 1747 on five (5) enemy planes. Some of the planes got through intense A.A. fire and dived on various units in the formation.

DD590/A16-3
Serial: 05

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

:hs

23 January 1945.

~~CONFIDENTIAL~~

Subject: Action Report:
LINGAYEN-SAN FAB IAN OPERATION.

0001-2400 - 5 January 1945 (CONT.)

Three (3) ships, the U.S.S. MANILA BAY (CVE61), U.S.S. SAVO ISLAND (CVE78) and the U.S.S. STAFFORD (DE411) were hit. The first two mentioned above were able to proceed, but the U.S.S. STAFFORD remained behind, reporting considerable flooding in her engineering spaces. The U.S.S. HALLIGAN (DD584) was sent to assist and later took her in tow and proceeded with her to port. At 2042 after all attacks had ceased and contacts disappeared, the ship resumed condition of readiness One-Easy.

0001-2400 - 6 January 1945.

At 0500 T.G. 77.2, the Bombardment and Fire Support Groups and assigned screen broke away from T.G. 77.4, the Carrier Groups, and proceeded toward Lingayen for initial pre-invasion bombardment. T.G. 77.4 remained divided into two groups, T.U. 77.4.1 and T.G. 77.4.2. Both units cruised in assigned operating areas in disposition 5-R, frequently launching planes for air strikes, CAP and ASP. This ship was assigned screening sector Baker with T.G. 77.4.2. At 0540 bogeys were reported bearing 180°(T) range twenty two (22) miles and at 0545 went to General Quarters. At 0556 a bogey was reported bearing 180°(T) range four (4) miles, and Task Unit formed A.A. disposition 5-Victor. At 0750 three (3) reported bandits were bearing 098°(T) range ten (10) miles. At 0830 resumed condition One-Easy. At 1100 bogies were again reported bearing 030°(T) range ten miles. The ship went to General Quarters in preparation for attack, but no attack developed, and condition One-Easy was again set. At 1904 the U.S.S. HALLIGAN (DD584) returned to screen, mission completed.

0001-2400 - 7 January 1945.

At 0654 a large bogey was reported bearing 150°(T), range 32 miles, closing. This ship was at dawn alert General Quarters at the time. Cruising disposition 5-V was immediately formed. At 0704 bogey was now reported bearing 150°(T) range 18 miles, and at 0710 had closed to 6 miles bearing 210°(T). At 0711 Task Unit 77.4.1 opened fire on enemy aircraft, and at 0713 the bogey had changed course and was opening range. Shortly afterwards contact with the bogey was lost. At 1700 the ship fueled from the U.S.S. NATOMA BAY, receiving 32,327 gallons in one hour and twenty five minutes. This was due to the fact only one hose was used and the carrier pumped with comparatively low pressure. At 1825 upon orders from the OTC, resumed screening station.

DD590/AL6-3
Serial: 05

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

:hs

23 January 1945.

~~CNO*HFF*ID*E*APT*IA*IL~~

Subject: Action Report:
LINGAYEN-SAN FABIAN OPERATION.

0001-2400 - 8 January 1945.

At 1145, a bogey was contacted bearing 340°(T), range 18 miles. The ship went to General Quarters, and the disposition formed 5-V. At 1156 bogey was identified as returning CAP and 5-R was again formed. At 1704 this ship was again fueling, this time from the U.S.S. MANILA BAY (CVE61), and at 1805 completed fueling operations and returned to the screen having received 24,425 gallons. At 1851 while the ship was alerted for dusk General Quarters a bogey was picked up bearing 175°(T), range 35 miles. At 1856 A.A. fire was observed to the North, and at 1859 disposition 5-V had been formed. At 1901 one of our planes made a water landing near the U.S.S. HALL (DD583), none injured. Ship secured from General Quarters at 1955 and set condition of readiness II-M.

0001-2400 - 9 January 1945.

On the morning of Sugar Day after sunrise, secured from dawn alert General Quarters and again remained alert with Condition One-Easy set. For several days condition One-Easy was set during the day and condition II-M was set during darkness. At 0930 the information was received that the first wave of our assault troops had reached the beaches in Lingayen Gulf, and shortly thereafter information was received that operations were proceeding favorably with few casualties. At 0934 a bogey was reported bearing 119°(T) range 19 miles, and when bogey had closed to 12 miles the ship went to General Quarters. At 0947 secured from General Quarters.

0001-2400 - 10 January 1945.

During the day screened carriers during normal cruising and flight operations.

0001-2400 - 11 January 1945.

At 0810, 11 January 1945, T.U. 77.2.1 joined T.U. 77.4.2 and formed cruising disposition 4-RO. For several days following, T.G. 77.2 joined the formation of T.G. 77.4 during the day and operated as separate groups in the near vicinity during the night.

0001-2400 - 12 January 1945.

At 0714, 12 January 1945, secured from condition of readiness One-Easy and set condition of readiness II-M. At 0800 fleet oilers joined the disposition and fueling exercises commenced. This ship fueled to capacity at noon. At 1522 this ship was ordered to proceed southward with the U.S.S. EDWARDS (DD619) to rendezvous with and act as escort for the U.S.S. TALLULAH (AO50) and the U.S.S. SCHUYLKILL (AO76). Rendezvous with the tankers was made at 1830 and they were escorted northward proceeding toward assigned Task Groups.

DD590/A16-3
Serial: 05

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

:hs

23 January 1945.

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Subject: Action Report:
LINGAYEN-SAN FABIAN OPERATION.

0001-2400 - 13 January 1945.

At 0810, the oilers joined their assigned units and this ship resumed station in screen of T.U. 77.4.2. Units of T.G. 77.2 and T.G. 77.4 fueled thru-out the day while the carriers carried on flight operations.

0001-2400 - 14 January 1945.

During the day the disposition continued with fueling and flight operations. At 1337 this ship fueled from the U.S.S. CHEPACHET (AO78). At 1801 one Officer and two enlisted men were recovered from a TBF, which landed in the water near the ship. The men were uninjured.

0001-2400 - 15 January 1945.

Operated as screen for the carriers during normal cruising and flight operations.

0001-2400 - 16 January 1945.

Continued operations as screen for the disposition during normal cruising and flight operations.

0001-2400 - 17 January 1945.

At 0847, the three men who had been rescued on 14 January were transferred to the U.S.S. SHALROCK BAY. From 1107 to 1325 received aviation material from the U.S.S. MANILA BAY (CVE61) and delivered it to the U.S.S. NATOMA BAY (CVE62). In the afternoon this escort carrier force departed from the operating area assigned for the operation and proceeded southward.

PART III

Not Applicable - Did Not Engage the Enemy During the Entire Operation.

PART IV

Own Battle Damage - None.
Damage to the Enemy - None.

DD590/A16-3
Serial: 05

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

:hs

23 January 1945.

C O N F I D E N T I A L

Subject: Action Report:
LINGAYEN-FABIAN OPERATION.

PART V

No Special Comments Submitted.

PART VI

No Personnel Casualties Occurred.
No Performance Worthy of Special Report.

DD590/A16
Serial: 019

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

Reg. No.	593
R. S. No.	Jfs:

DECLASSIFIED
CONFIDENTIAL

1 March 1945

From: Commanding Officer.
To : Commander-in-Chief, UNITED STATES FLEET.
Subject: War Diary - February 1945.
Reference: (a) CinCPac Conf. Ltr. 1CL-45 of 1 January 1945.

U.S.S. PAUL HAMILTON (DD590) ZD (-10)
1 February 1945.

Underway at 0800 to Northern Anchorage of Ulithi Atoll to receive fuel and ammunition. Fuel received from USS SIGNAL (IX142) found to contain high percentage of water after suction was lost on the boilers in use. Emergency diesel power was used until 1306 at which time the USS TWIGGS (DD591) supplied this ship with enough steam to light off the boilers again. Upon completion of fueling and loading ammunition, underway for anchorage in Southern Anchorage of Ulithi Atoll, Western Caroline Islands.

U.S.S. PAUL HAMILTON (DD590) ZD (-10)
2 February 1945.

Anchored in Southern Anchorage, Ulithi Atoll, Western Caroline Islands. Upkeep, maintenance and repair of material and training of personnel for future operations at sea.

U.S.S. PAUL HAMILTON (DD590) ZD (-10)
3 February 1945.

In accordance with Rehearsal Operation Order of Com UDT's PhibsPac No. A2-45, underway with Task Group 52.11, CTG 52.11 in USS GILMER (APD11), and participated in rehearsal underwater demolition exercise at Pau, Bulubul, and Losiep Islands of the Ulithi Group. Mission was to cover the UDT's operations by close range firing at the beach areas. All gunfire was simulated. Upon completion of the exercise, returned to anchor in the Southern Anchorage of Ulithi Atoll.

Position

1200 09-57-N
139-50-E

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DD590/A16
Serial: 019

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

1 March 1945

CONFIDENTIAL

Subject: War Diary - February 1945

USS PAUL HAMILTON (DD590)
4-5 February 1945

Anchored in Southern Anchorage of Ulithi Atoll, Western Carolin Islands. Continued routine upkeep maintenance and repair, and training of personnel for future operations at sea.

USS PAUL HAMILTON (DD590)
6 February 1945

Underway for firing Rehearsal Underwater Demolition Exercise as on 3 February 1945. Exercise was carried out practically in the same manner as the previous one; however, the gunfire today was not simulated. During the day machine gun batteries were given a brief opportunity to fire at a sleeve towed by a plane. Upon completion of the exercise, proceeded to the Northern Anchorage of Ulithi Atoll, fueled ship, then proceeded to anchor in the Southern Anchorage.

Positions

USS PAUL HAMILTON (DD590)
7-9 February 1945

Anchored in Southern Anchorage of Ulithi Atoll, Western Caroline Islands. Topped off on fresh provisions and ammunition during this period. Continued upkeep, maintenance and repair of material, and training of personnel for future operations at sea.

USS PAUL HAMILTON (DD590)
10 February 1945

Underway at 1235 to sortie with Task Group 52.19 in accordance with C.T.F. 52 Movement Order ComPhibGroup ONE No. A105-45. Rear Admiral Blandy, USN, C.T.G. 52.19 in U.S.S. ESTES (F)(AGC12). Escort Carrier Task Group 52.2 (Rear Admiral Durgin, USN, in USS MAKING ISLAND) preceded Task Group 52.19 out of Ulithi Atoll. T.G. 52.19 consisted of Movement Unit "ABLE" (T.U. 54.9.1) and Movement Unit "BAKER" (T.U. 54.9.2), the latter steaming in formation eight (8) miles astern of the former. Ships of T.U. 54.9.1 (Rear Admiral Fischler, USN, in USS TEXAS (BB35)) included USS ESTES (AGC12), USS TEXAS (BB35), USS TUSCALOOSA (CA37), USS ARKANSAS (BB33), USS SALT LAKE CITY (CA25), USS HALL (DD583, CDS 51, CTU 54.9.13), USS HALLIGAN (DD584), USS PAUL HAMILTON (DD590), USS STEMBEL (DD644), USS WILLIAMSON (AVD244), USS BARR (APD39), USS BATES (APD47), USS GILMER (APD11), and USS WATERS (APD6). Ships of T.U. 54.9.2 (Rear Admiral Rodgers, USN, USS NEVADA),

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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

1 March 1945

CONFIDENTIAL

Subject: War Diary - February 1945

10 February 1945 (continued)

included USS NEVADA (BB36), USS IDAHO (BB42), USS CHESTER CA27), USS PENSACOLA (CA27), USS BENNION (DD662), USS HEYWOOD L. EDWARDS (DD663), USS RICHARD P. LEARY (DD664), USS CAPPS (DD550), USS TWIGGS (DD591), USS LEUTZE (DD481), USS BRYANT (DD665), USS BULL (APD78), and USS BLESSEMAN (APD48). T.G. 52.19 proceeded on a northeasterly course enroute to Saipan. Fresh easterly winds prevailed throughout the afternoon and night.

Positions

0800	Anchored At Ulithi	1200	Anchored At Ulithi	2000	10-32 N 140-30.9 E
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USS PAUL HAMILTON (DD590)
11 February 1945

Task Group 52.19 proceeded as before. Throughout the day and night a few bogeys were picked up, but they were invariably identified as friendly aircraft. Easterly winds still prevailed, moderating somewhat during the afternoon.

Positions

0800	12-01.2 N 142-54.7	1200	12-30 N 143-04 E	2000	13-52 N 144-26 E
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USS PAUL HAMILTON (DD590)
12 February 1945

At 0530 Task Group 52.19, having divided into its assigned fire support groups, proceeded to take stations for rehearsal shore bombardment and fire support, employing primary Approach Plan to Tinian Island, Marianas Group, in accordance with C.T.F. 51 Training Order A33-44. Rehearsal proceeded as scheduled throughout the morning. In the afternoon the USS PAUL HAMILTON delivered O.M. Mail from C.T.G. 52.19 to various ships of T.G. 52.19, completing the transfers at 1915. In accordance with Appendix I, Annex E of C.T.F. 51 Training Order A33-44 T.G. 52.19 then carried out night retirement and deployment plan to Northward of Saipan.

Positions

0800	15-02 N 145-34 E	1200	15-02 N 145-34 E	2000	15-24 N 145-59 E
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DD590/A16

Serial 022

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CONFIDENTIAL

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

5 April 1945

283

656

From: Commanding Officer.
To : Commander-in-Chief, UNITED STATES FLEET.
Subject: War Diary - March 1945.
Reference: (a) CinCPac conf ltr LCL-45 of 1 January 1945.

U.S.S. PAUL HAMILTON (DD590)
1 March 1945

ZD (-10)

Task Unit 52.2.1, following its normal night retirement route to the Southwest of Iwo Jima, was comprised of the followingships as of midnight 1 March 1945: USS NATOMA BAY (CVE62, Rear Admiral SPRAGUE, USN, OTC), USS SARGENT BAY (CVE63), USS WAKE ISLAND (CVE65), USS PETROF BAY (CVE80), USS STEALER BAY (CVE87), USS RICHARD S. BULL (DE402), USS ROWELL (DE403), USS PAUL HAMILTON (DD590), USS HELM (DL388), USS O'FLAHERTY (LE340), USS EDMONDS (DE406), USS CRAIG (DE445), USS HORN C BUTLER (LE339), and USS HALLIGAN (DD584), the CVE's in cruising disposition 5-Roger, and the screen equally spaced in circular formation.

Shortly after midnight this ship left the screen to proceed to Iwo Jima in accordance with C.T.U. 52.2.1 visual dispatch 280415 of February 1945 to load Mk I 5" rocket bodies and Mk VII 3.25" rocket motors from an ammunition ship for further transfer to the carriers of T.U. 52.2.1. At 0730 the rendezvous point (150°(T) 3000 yards from Suribachi Mountain) was reached and at 1030 the loading of rocket assemblies was commenced, the transfers being made from the USS LAKEWOOD VICTORY (AK236) by barges.

Four hundred and seventy two (472) motors and four hundred and thirty two (432) bodies were loaded by 1815, and at sunset this ship took departure from the area and proceed Southwest to rejoin T.U. 52.2.1. As many rocket assemblies as possible had been stowed in empty magazines spaces, and the remaining ones secured in living spaces.

Positions

0800	24 44 10 N	1200	24 42 00 N	2000	24 31 20 N
	141 17 35 E		141 17 30 E		141 00 30 E

100 150 11 21

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Serial: 019

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

1 March 1945

CONFIDENTIAL

Subject: War Diary - February 1945.

USS PAUL HAMILTON (DD590)
27 February 1945

Radar and TBS contact was established with T.U. 52.2.1 shortly after midnight, and orders were received from CTU 52.2.1 (R. Admiral Sprague, USN, USS NATOMA BAY (CVE62)) to stay clear of T.U. 52.2.1 until daybreak. Accordingly, the courses and speeds of the two formations were paralleled until 0700 at which time a rendezvous was effected. After reporting to Commander Screen in USS RICHARD S. BULL (DE402) for duty, the PAUL HAMILTON took assigned station in screen. Ships of Task Unit 52.2.1 included USS NATOMA BAY (CVE62), USS SARGENT BAY (CVE83), USS WAKE ISLAND (CVE65), USS PETROF BAY (CVE80), USS STEAMER BAY (CVE87), USS RICHARD S. BULL (DE402), USS POWELL (DE403), USS PAUL HAMILTON (DD590), USS HELM (DD338), USS O'FLAHERTY (DE340), USS EDMONDS (DE406), USS GRADY (DE445), USS JOHN C. BUTLER (DE339), and USS HALLIGAN (DD584). Cruising disposition 5-Roger was ordered. T.U. 52.2.1 continued to operate to North, South, and Southwest of IWO JIMA throughout the day.

Positions

0800	24 52 30 N 140 44 20 E	1200	25 01 40 N 140 54 E	2000	24 15 10 N 140 47 20 E
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USS PAUL HAMILTON (DD590)
28 February 1945

ZD (-10)

T.U. 52.2.1 operated as before, its aircraft supporting U.S. Marines on IWO JIMA with bombing, strafing, and rocket attacks on enemy positions and installations.

At 1547 the PAUL HAMILTON went alongside the NATOMA BAY to receive on board Lieut. W.C. CURRY, USNR, reporting for temporary duty in accordance with C.T.U. 52.2.1 visual dispatch 280416, of February 1945.

Positions

0600	24 47 40 N 140 41 50 E	1200	24 51 10 N 140 47 00 E	2000	24 22 20 N 140 44 40 E
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D. Carlson
D. CARLSON

DD590/A16
Serial: 019

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

1 March 1945

CONFIDENTIAL

Subject: War Diary - February 1945

25 February 1945 (continued)

At 0900 T.U. 52.2.3 joined T.U. 52.2.2, OTC being designated by CTG 52.2 as CTU 52.2.3. Ships of T.U. 52.2.3 included USS SAGINAW BAY (CVE82) (CTU 52.2.3), USS RUDYARD BAY (CVE81), USS PETROF BAY (CVE80), USS ANZIO (CVE57), USS TABBERER (DE418), USS EDMONDS (DE406), USS BAGLEY (DD386), USS OLIVER MITCHELL (DE417), USS L.C. TAYLOR (DE415), and USS PATTERSON (DD392).

T.U. 52.2.3 continued to operate in the same general area to the Northeast of IWO JIMA throughout the day. At 1040 a large group of bogies were detected closing the formation and Condition One was ordered by the OTC. However, the bogies were soon visually identified as a flight of B-29 bombers, and Condition Three was resumed.

Ensign R.M. WOOD, USNR, was transferred at 1539 to the USS HYMAN (DD732) for further transfer to USS ENTERPRISE (CV6).

Another "Flash Red" for T.U. 52.2.3 occurred at 1842, bogeys approaching the formation from the Northeast. Again the bogies were identified as friendly after closing the formation to within three (3) miles; and at 1947 "Flash White" was received from CTU 52.2.3. It is apparent that friendly planes are not being careful in their use of I.F.F. when passing through areas in which friendly surface forces are known to be operating.

USS ANZIO (CVE57) and four (4) DE's, USS ROBERT F. KELLER (DE419) USS L.C. TAYLOR (DE415), USS TABBERER (DE418), and USS OLIVER MITCHELL (DE417) were detached at 2200 to proceed on duty assigned. Remaining eleven screening ships adjusted stations to form the usual circular screen around the six remaining carriers.

Positions

0800	24 46 N	1200	24 48 50 N	2000	24 35 N
	142 11 E		143 05 E		143 05 E

USS PAUL HAMILTON (DD590)
26 February 1945

The PAUL HAMILTON fueled from the USS SAGINAW BAY (CVE82) at 0717. USS ANZIO and her four escorts rejoined the formation at 0830, the screen adjusting accordingly to form fifteen ship circular screen.

USS CONNELLY (DE306) was detached at 1523 and ordered by CTG 52.2 to report to CTF 51 for duty.

USS WAKE ISLAND, USS PETROF BAY, USS JOHN C. BUTLER, USS EDMONDS, and USS PAUL HAMILTON were detached at 1835 from T.U. 52.2.3 in accordance with CTU 52.2.3 dispatch 260605 of February 1945, to report to CTU 52.2.1 for duty. USS WAKE ISLAND designated OTC and the PAUL HAMILTON Commander Screen. After clearing T.U. 52.2.3, course 210°(T), speed 15 knots was set. Minor course changes were made throughout the night.

Positions

0800	24 55 40 N	1200	24 41 40 N	2000	24 49 30 N
	141 57 50 E		142 14 30 E		142 05 35 E

DD590/A16
Serial: 019

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

1 March 1945

CONFIDENTIAL

Subject: War Diary - February 1945

24 February 1945 (continued)

Two (2) fighter planes from USS STEAMER BAY were directed to provide day cover and assistance in the search and were contacted on VHF about 1030 by this ship. At 0915 the PAUL HAMILTON passed T.G. 52.2.5 (OTC in USS ENTERPRISE (CV6)), steaming on a Westerly course. True wind moved from 350°(T) throughout the day at a speed of approximately four knots. At 1230 HAHAI JIMA was sighted bearing 038°(T), radar distance 32 miles. The ship went to General Quarters at 1300, to remain in highest condition of readiness until 2330. Commencing at 1320, course changes were made frequently to cover the search area thoroughly, to confuse enemy observers, and to stay at a reasonably safe distance from the enemy bases. The position, as given in C.T.U. 52.2.1 dispatch 232155, was reached at 1437, and thereafter an intensive search was conducted; the ship proceeding from the point 10 miles west, 10 miles South, and 15 miles East without results. From 1445 to about 1630 no air coverage was in the area, and consequently no assistance in the search was rendered during that time. Two or three bogeys were detected in the vicinity of HAHAI JIMA, but they did not close this ship to less than fourteen (14) miles. Apparently this ship was not detected by enemy observers or the enemy garrisons were too busy engaging various strikes, of torpedo bombers and fighter planes from the USS ENTERPRISE, to attack the PAUL HAMILTON. The latter presumption seems the more probable of the two.

At 1635 it was learned over VHF that one fighter pilot from the USS ENTERPRISE had been forced down at Lat. 26° 23', Long. 142° 14' 20". With aircraft from the ENTERPRISE and the STEAMER BAY circling the downed aviator to indicate his position, the PAUL HAMILTON proceeded at 33 knots to effect rescue. The yellow raft was sighted at 1813 and the rescue of Ensign R.M. WOODS, USNR, uninjured, was completed at 1820.

At 1829 the PAUL HAMILTON proceeded South toward IWO JIMA to rejoin T.U. 52.2.1. Bogeys, mostly single, were observed from time to time all of which seemed heading in a South to North direction. One bogey closed the ship at 2218 to within two (2) miles, but did not attack and continued North, apparently returning to base from the South. Contact was made near midnight with T.U. 52.2.5.

Positions

0800	25 09 N	1200	26 08 N	2000	25 58 N
	141 44 E		141 49 E		142 13 W

USS PAUL HAMILTON (DD590)
25 February 1945

Contact at 0530 was made with Task Units 52.2.2 and 52.2.3 to the Northeast of IWO JIMA. At 0630 the PAUL HAMILTON, ordered by CTU 52.2.2 to join T.U. 52.2.2, proceeded to report to CTU 52.2.2 (Commander Screen in USS DALY (DD519)) for duty. Ships of T.U. 52.2.2 (in Disposition 5-Roger) included USS LUNGA POINT (CVE94), USS MAKIN ISLAND (CVE 13, CTU 52.2.2), USS WAKE ISLAND (CVE65), USS DALY (DD519), USS JOHN C. BUTLER (DE339), USS ROBERT F. KELLER (DD419), USS STOCKTON (DD646), USS EVANS (DD552), USS PAUL HAMILTON (DD590), USS MELVIN R. NAWMAN (DE416), USS CONNELLY (DE306), and USS HUTCHINS (DD476).

DD590/A16
Serial: 019

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

1 March 1945

Subject: War Diary - February 1945.

22 February 1945 (continued)

Positions

0800	21-51-30 N	1200	22 01 N	2000	22 43 20 N
	140 32 10 E		140 56 E		141 15 30 E

USS PAUL HAMILTON (DD590)
23 February 1945

At 0835 T.U. 52.2.3 joined T.U. 52.2.1 forming T.U. 52.2.1. Ships of T.U. 52.2.3 included USS ANZIO (CVE57), USS SAGINAW BAY (CVE82), USS RUDYARD BAY (CVE81), USS PETROF BAY (CVE80), USS TABBERER (DE418), USS HALLIGAN (DD584), USS O'FLAHERTY (DE340), USS RICHARD E. ROWELL (DE403), USS HELM (DD388), USS PATTERSON (DD392), USS LAWRENCE C. TAYLOR (DE415), USS EDMONDS (DE406), and USS CONNELLY (DE306). At 1733 USS MELVIN R. MAWMAN (DE446) joined screen. At 1830 the following ships were detached upon orders of C.T.U. 52.2.1 to proceed on duty assigned: USS ANZIO (CVE57), USS SAGINAW BAY (CVE82), USS TABBERER (DE418), USS BAGLEY (DD386), USS EDMONDS (DE406), USS MITCHELL (DE417), USS LAWRENCE C. TAYLOR (DE415), and USS PATTERSON (DD392).

At 1850 T.U. 52.2.1 set Condition One and formed Anti-Aircraft Formation 5-Victor. Several groups of unidentified aircraft were soon detected closing the formation from the North and Northeast. Although Anti-aircraft fire was observed from another CVE group to the North of T.U. 52.2.1, and several unidentified planes closed the formation to as close as 4,000 yards, no attack was made on the task unit and fire was withheld. Several ships including the NATOMA BAY and the PAUL HAMILTON observed the use of "window" by the enemy planes, SC radar picking up broad targets which apparently were on a course and speed equal to that of the wind. At 2100 all unidentified aircraft had left the area, and Condition Three and cruising disposition 5-Roger were resumed.

Positions

0800	25 58 10 N	1200	25 05 N	2000	24 40 N
	141 45 40 E		141 36 E		141 55 E

USS PAUL HAMILTON (DD590)
24 February 1945

The PAUL HAMILTON was temporarily detached from T.U. 52.2.1 at 0800 to proceed in accordance with C.T.U. 52.2.1 visual dispatch 232155 of February 1945 to a point Lat. 26° 50' N, Long. 141° 50' E to conduct search for missing pilot in rubber boat, previously attached to USS BELLEAU WOOD (CVL24). This pilot had been reportedly forced down in the sea in close proximity to CHICHI JIMA during an air strike upon this enemy base. Course 359°(T), speed twenty (20) knots was set.

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19 February 1945 (continued)

Positions

0800	24-43-35 N 141-17-00 E	1200	24-45-22 N 141-20-14 E	2000	24-06-35 N 140-38-40 E
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USS PAUL HAMILTON (DD590)
20 February 1945

USS ANZIO (CVE57), USS MITCHELL (DE417), and USS HUTCHINS (DD476) joined T.U. 52.2.1 shortly after sunrise. In addition to regular flight operations, fueling of escorts from the CVE's was carried out during the day, the USS PAUL HAMILTON fueling from the USS NATOMA BAY.

Positions

0800	24-19-05 N 140-37-00 E	1200	24-10-05 N 140-32-09 E	2000	23-50-10 N 140-53-20 E
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USS PAUL HAMILTON (DD590)
21 February 1945

USS ANZIO (CVE57) and USS WESSON (DE184) were detached during the night to proceed on duty assigned by CTU 52.2.1. At 1630 USS EVANS (DD552) reported for duty from the objective area, having been directed to relieve USS RALPH TALBOTT (DD390). At 1730 several groups of enemy planes were reported approaching IWO JIMA, and at 1735 T.U. 52.2.1 formed cruising disposition 5-Victor as per ComCarDiv 24 Instructions for protection against enemy air attack. All ships set Condition One. "Air Flash Red" was reported at IWO JIMA at 1730. "Air Flash White" at IWO JIMA was reported at 1945, and T.U. 52.2.1 formed cruising 5-Roger and set Condition Three. No enemy aircraft closed the formation, although bogeys were detected by radar in the vicinity of the objective area. At 2230 the following ships were detached from T.U. 52.2.1 to proceed on assigned duty: USS WAKE ISLAND (CVE65), USS PETROF BAY (CVE80), USS GRADY (DE445), USS O'FLAHERTY (DE340), and USS HALLIGAN (DD584).

Positions

0800	24-10-50 N 140-58-05 E	1200	24-30-30 N 140-51-30 E	2000	23-54-09 N 140-40-09 E
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USS PAUL HAMILTON (DD590)
22 February 1945

T.U. 52.2.1 proceeded South to Lat. 21° 51' N, Long. 140° 32' E to rendezvous with T.U. 50.18.26 (USS MONONGAHELA (AO42) and USS HUMPHREYS (APD12)) to fuel. All ships completed fueling at 1530, and T.U. 50.18.26 was detached to proceed independently. T.U. 52.2.1 proceeded Northward, arriving in operating area by midnight.

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18 February 1945 (continued)

868 23 10, USNR. All were uninjured. The PAUL HAMILTON returned to screening sector, arriving on station at 1510.

At sunset a rendezvous was effected with T.U. 54.9.1 and a night retirement and deployment was initiated in accordance with Covering Force Night Deployment Order, ComPhibGroup ELEVEN AL102-45.

At 2120 several bogeys approached the formation, although it is believed that their primary intent was to attempt a landing on #1 airfield at IWO JIMA. They did not press home any organized attack on the formation, and it is doubtful whether they even realized its presence until one or two ships of the screen opened fire with 40MM batteries. At 2200 the bogeys disappeared to the Northwest and no further contact was made.

Positions

0800	24-56-10 N	1200	24-52-35 N	2000	24-51-30 N
	141-15-25 E		141-13-50 E		141-06-00 E

USS PAUL HAMILTON (DD590)
19 February 1945

At 0500 ships of T.U. 54.9.1 proceeded independently to assigned stations for fire support and screening. The PAUL HAMILTON proceeded to patrol to seaward of USS WASHINGTON, USS TEXAS, USS ARKANSAS, and USS TUSCALOOSA, all of whom were delivering fire from the Southwest of IWO JIMA. At 0900 troops of the FOURTH and FIFTH Marine Divisions landed on IWO JIMA at the Southeastern beaches, heavily supported and covered by battleships, cruisers, destroyers and gunboats of the FIFTH Fleet, and by land based Army Air Force planes, and aircraft of T.F. 58 and T.G. 52.2.

At 1105 orders were received from C.T.F. 52 to relieve the USS VICKSBURG (CL86) covering the landings with close range gunfire. The PAUL HAMILTON arrived on station 2500 yards offshore and relieved the USS VICKSBURG (CL86) at 1138. From 1150 to 1610 this ship fired main battery salvoes at assigned targets on and near the landing beaches in support of the U.S. Marines. At 1610 USS CAPPS (DD550) relieved the PAUL HAMILTON on station.

Upon orders of CTF 52, the PAUL HAMILTON proceeded to rendezvous with T.U. 52.2.1 at a position bearing 235°(T) 35 miles from Mt. Suribachi. At 1830 the rendezvous was effected, and this ship reported to C.T.U. 52.2.1 (Rear Admiral Sprague, USN) in USS NATOMA BAY for duty. Ships of T.U. 52.2.1 included USS NATOMA BAY (CVE62), USS PETROF BAY (CVE60), USS STEAMER BAY (CVE87), USS SARGENT BAY (CVE83), USS WAKE ISLAND (CVE65), USS RICHARD S. BULL (DD402), USS HALLIGAN (DD584), USS WESSON (DD414), USS RALPH TALBOT (DD390), USS O'FLAHERTY (DD340), USS BAGLEY (DD386), USS GRADY (DD445), and USS PAUL HAMILTON (DD590). In normal cruising disposition 5 Roger (ComCarDiv 24 Instructions), the formation proceeded on various courses at various speeds in assigned operating area 20-80 miles South of IWO JIMA.

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17 February 1945 (continued)

and one (1) destroyer, USS LEUTZE, receiving damage. One LCI(G) providing close-in rocket fire support for the swimmers was hit badly by enemy batteries. However, only one (1) swimmer was lost, and the reconnaissance of the landing beaches was completed successfully. The operation had also been supported by close-in heavy gunfire support from various battleships and cruisers of the fire support group.

At 1300 a retirement was effected. The PAUL HAMILTON proceeded around the island to the vicinity of the western beach area to cover minesweeping operations in the waters adjacent to the shoreline on that side of the island. Upon completion of the minesweeping operations, this ship and six (6) others destroyers again took stations 2,000 yards off the western beaches at 1545 to provide gunfire support for underwater demolition and reconnaissance operations on the alternate landing beaches. At 1605 the destroyers opened fire, and with accompanying fire from battleships and cruisers, succeeded in almost completely neutralizing enemy shore batteries in and near the beach area. The operations by the swimmers were carried out with success, and at 1810 the retirement was commenced. Only minor and sporadic fire was observed from enemy positions. At 1900, this ship made rendezvous with Fire Support Unit Three (Rear Admiral Fischler in USS TEXAS) and carried out Night Retirement and Deployment Plan as T.U. 54.9.1 in accordance with Covering Force Night Deployment Order, ComPhibGroup ELEVEN No. AL103-45.

Positions

0800	24-57 N	1200	24-45.4 N	2000	24-50 N
	141-13 E		141-20.4 E		141-10 E

USS PAUL HAMILTON (DD590)
18 February 1945

Having returned to the vicinity of IWO JIMA, T.U. 54.9.1 proceeded to its assigned fire support and screening sectors, the bombardment being resumed at 0700 as scheduled. The PAUL HAMILTON proceeded to anti-submarine patrol duties in screening sector D-10, about six (6) miles Northwest of IWO JIMA, arriving on station shortly after sunrise. A 3-1/2 mile Northeast-Southwest patrol line was established and patrolling at 14 knots was commenced. Visibility was limited to 5-7 miles with moderate Northwesterly winds. A Minesweeper patrolling about ten (10) miles to the Northwest reported having been attacked by an enemy plane at dawn, but no damage to ship or plane was reported.

At 1401 the PAUL HAMILTON left screening station and proceeded toward IWO JIMA to rescue personnel from a crashed TBM. When about three (3) miles offshore, a whaleboat was lowered into the water and sent in to pick up the survivors who were approximately 3,000 yards offshore. This ship was fired upon by enemy shore batteries at least once, one splash being observed 1,000 yards to seaward of the ship. At 1449 the whaleboat returned to the ship, having rescued the following personnel from USS MAKIN ISLAND (CVE93): Lieut.(jg) H.A. HUGHES, 301645, USNR; HAAS, D.A., AM3c, 868 23 10, USNR; and SMITH, D.C. AM3c,

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USS PAUL HAMILTON (DD590)
16 February 1945

Task Units 54.9.1 and 54.9.2 proceeded independently toward IWO JIMA, the objective, from the Southwest, individual ships proceeding to their assigned positions for shore bombardment and screening as per C.T.F. 52 Movement Order A101-45. All ships were on station by 0800 and the bombardment of IWO JIMA commenced as scheduled. Very low visibility hampered effective gunfire throughout the day, but nevertheless the bombardment was continued with what were believed to be fair results. The USS PAUL HAMILTON was assigned a screening station nine (9) miles Southwest of Suribachi Mountain, and during the day patrolled on a Northwest-Southeast three and one-half (3½) mile line at about fourteen (14) knots. Several unidentified aircraft were detected by various ships throughout the day, but no enemy attack was made on our ships. Two (2) or three (3) enemy merchant ships several miles to the North of IWO JIMA were attacked by aircraft from CVE Support Groups and were left burning fiercely.

After dark the USS PAUL HAMILTON proceeded on assigned duty to patrol to the Northeast of the island. From about 2000 to 0030 the following morning this ship steamed up and down the coast, 7,000 to 9,000 yards offshore, alert to intercept any enemy surface units or submarines. No enemy contacts were made.

Positions

0800	24-42.5 N	1200	24-41.2 N	2000	24-50.5 N
	141-08 E		141-08.9 E		141-22 E

USS PAUL HAMILTON (DD590)
17 February 1945

Commencing at 0100 this ship, having taken station about 7,000 yards, bearing 320°(T) from Suribachi Mountain, provided starshell illumination over the beach and airfield areas of IWO JIMA, while the USS STEBEL (DD644) provided harrassing and destructive fire in those areas from close range. Results appeared very satisfactory, and the firing was continued until shortly before dawn. By daylight the USS PAUL HAMILTON had arrived on an assigned screening station about ten (1) miles North of the island where an anti-submarine patrol was commenced on a Northeast-Southwest line. The visibility had improved immensely today, and effective shore bombardment was being delivered by the firing ships from 0700 on. At 0930 the USS PAUL HAMILTON and six (6) other destroyers proceeded to arrive on station 3,000 yards off the shoreline in the Southeast beach area in order to deliver gunfire support for underwater demolition and reconnaissance operations on the preferred landing beaches. C.T.G. 52.4 (Underwater Demolition Group)(Captain Hanlon, USN, in USS GILMER). The destroyers opened fire with five inch (5") and forty-millimeter (40mm) batteries at 1050, maintaining considerable volume of fire on targets as assigned by spotting ships and targets of opportunity for over two (2) hours. Enemy fire was moderate, several LCI(G)'s and

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USS PAUL HAMILTON (DD590)
13 February 1945

T.G. 52.19 returned at dawn to the west coast of Tinian Island and took assigned stations for Rehearsal Shore Bombardment and Fire Support. Various other forces and groups of the FIFTH Fleet were also present. During the morning the USS PAUL HAMILTON proceeded into Garapan Anchorage at Saipan Harbor and loaded additional ammunition (500 rounds of reduced charge (1200 f.s.) 5"/38 charges). During the afternoon the USS PAUL HAMILTON fueled at sea from the USS ESCALANTE (AO70) Southeast of Aguijan Island, and at 1615 effected rendezvous with Task Unit 54.9.1 on the west coast of Tinian Island. T.U. 54.9.1 then proceeded to carry out night retirement and deployment plan to North of Saipan in accordance with C.T.F. 51 Training Order A33-44.

Positions

0800	15-02 N	1200	15-07 N	2000	15-25 N
	145-34 E		145-40 E		145-41 E

USS PAUL HAMILTON (DD590)
14 February 1945

T.U. 54.9.1, having completed night retirement and deployment plan, effected rendezvous with T.U. 54.9.2 about thirty (30) miles west of Saipan at 0900 and together as T.G. 52.19 proceeded north on course 341°(T) at SOA of 14 knots in accordance with C.T.F. 52 Movement Order A105-44, all training and rehearsals having been completed. USS TENNESSEE (BB43) joined T.G. 52.19 at Saipan. CVE Task Group 52.2 proceeded ahead of T.G. 52.19, providing adequate air coverage. Minesweeping units proceeded to North of our forces, leading the way to the objective area. Considerable number of bogeys reported, but all or almost all of them were identified as friendly planes. Weather clear, visibility unlimited, wind from Northeast and East.

Positions

0800	15-15 N	1200	15-49 N	2000	17-31 N
	145-14 E		144-39.7 E		143-46 E

USS PAUL HAMILTON (DD590)
15 February 1945

T.G. 52.19 proceeding as before. Minor changes of course and speed were made throughout the day. Weather still clear, with winds shifting to Northwesterly.

Positions

0800	20-06 N	1200	20-55 N	2000	22-26 N
	142-40 E		142-30 E		142-00 E

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Subject: War Diary - March 1945

USF PAUL HAMILTON (DD590)
2 March 1945

Radar contact with T.U. 52.2.1 was established at 0130, and at 0227 this ship rejoined the screen. During this ship's absence, the US GRADY (DE445) had been detached from T.U. 52.2.1 and the USS HALLIGAN (DD584) had been directed to proceed to Iwo Jima to load rockets during the day. The USS TULAGI (CVE72) had previously joined T.U. 52.2.1 with escorts including USF GOSS (DE444), USS U.V. MOORE (DE442), USS STEVENS (DE441), and USS K.C. CAMPBELL (DE443).

At 0600 T.U. 50.8.28 consisting of two fleet oilers and two escorts proceeded to rendezvous with T.U. 52.2.1 to fuel various ships of the disposition. Throughout the day fueling exercises were carried out, and this ship delivered its cargo of rocket assemblies to USS STEAMER BAY, USS NATOMA BAY, USS PETROF BAY, and USS SARGENT BAY, completing all deliveries by 1415. USS HALLIGAN rejoined the formation at 1900.

Positions

0800	24 25 55 N	1200	24 24 10 N	2000	24 24 10 N
	140 36 40 E		140 25 40 E		141 14 00 E

USF PAUL HAMILTON (DD590)
3 March 1945

USF HELM (DE388) was directed to proceed to IWO JIMA at 0030 to load rocket assemblies for the CVE's.

Fueling operations from the oiler unit was continued during the day, this ship fueling from USF NANTAHOLA (AC60) in the morning.

At 1449 this ship, in a forward screening station, sighted a mine dead ahead about 500 yards distant, and left station to stand by until the disposition had passed clear. At 1509 this ship commenced firing on the mine with 40mm, 20mm, and small arms in an attempt to destroy it. The mine apparently sank at 1623 (Lat. 24-27-20 N, Long. 140 41 40 E) leaving a brownish slick on the surface of the water resembling the discoloration left on water by an exploded depth charge. Several direct hits on the mine had been previously noticed. The ship rejoined the disposition at 1708.

At 2048 C.T.U. ordered Flash Red upon contacting unidentified aircraft approaching the formation from the South. Formation 5-Victor was formed immediately to repel possible air attack. However, no attack was attempted and all unidentified contacts were lost by 2143. Flash White and Cruising Disposition 5-Roger were ordered shortly thereafter, and T.U. 52.2.1 continued its regular night retirement.

Positions

0800	24 15 45 N	1200	24 12 00 N	2000	24 27 10 N
	140 43 55 E		140 50 00 E		140 44 10 E

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USS PAUL HAMILTON (DD590)
4 March 1945

T.U. 52.2.1 continued its normal operations, supplying air cover for the landings at Iwo Jima. USS HELM rejoined at 1840. Regular night retirement was effected commencing at sunset.

Positions

0800	24 44 50 N 140 51 25 E	1200	24 59 00 N 140 55 00 E	2000	24 34 00 N 140 54 00 E
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USS PAUL HAMILTON (DD590)
5 March 1945

USS HALLIGAN Was directed to proceed to Iwo Jima to load rocket assemblies at 0432. USS EDMONDS destroyed another drifting mine at 0957, causing the mine to explode.

This ship successfully received a stretcher patient from USS TULAGI and her escorts, USS CAMPBELL, GOSS, SIEVERLING, and U.V. MOORE left the disposition at 1809 to proceed on duty assigned by CTU 52.2.1, the remaining ships of the screen forming a sector screen as outlined in ComCarDiv 24 Instructions. USS HALLIGAN returned from Iwo Jima and rejoined at 1819, and the normal circular screen of eight (8) ships was resumed. Night retirement to the Southwest was carried out as usual after sunset.

Positions

0800	25 01 00 N 140 32 00 E	1200	24 50 40 N 140 48 30 E	2000	24 16 00 N 140 45 00 E
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USS PAUL HAMILTON (DD590)
6 March 1945

Shortly after midnight this ship proceeded on its second mission to Iwo Jima to load rocket assemblies for the carriers of T.U. 52.2.1. The ship went to General Quarters at 0300 and remained so until sunrise in anticipation of an enemy air attack in the area sometime during moonlight hours. However, no enemy planes were detected.

The ship arrived of Mount Suribachi at 0705 and waited there as directed until the USS LAKEWOOD VICTORY made the rendezvous.

Rocket assemblies were loaded from the LAKEWOOD VICTORY by barge commencing at 1130, and by 1740 seven hundred (700) rocket bodies and seven hundred and thirty five (735) motors had been brought aboard. Shortly thereafter, this ship left the area to rejoin T.U. 52.2.1 to the Southwest, and by 2000 the PAUL HAMILTON had taken her assigned station in the formation screen.

Positions

0800	24 40 00 N 141 17 00 E	1200	24 44 00 N 141 11 00 E	2000	24 44 00 N 140 48 00 E
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USS PAUL HAMILTON (DD590)
7 March 1945

USS HELM left the screen at 0100 to proceed to Iwo Jima to load rockets, and a seven (7) ship sector screen was formed. Throughout the day this ship transferred rocket assemblies to USS SARGENT BAY and USS TULAGI, the latter having returned to the disposition with her four escorts at 0940. At 1100 the USS HELM returned to the screen, having been directed by the Task Unit Commander not to load any more rocket assemblies at Iwo Island.

This ship completed delivery of all rocket assemblies by 1700.

USS TULAGI with her four escorts was again detached at 1800 to proceed on assigned duty, and at 1845 USS STEAMER BAY, accompanied by USS HELM and USS EDMONDS, was detached from T.U. 52.2.1 to proceed to Ulithi. Remaining ships of T.U. 52.2.1 proceeded to carry out normal night retirement routine.

Positions

0800	24 34 30 N	1200	24 41 30 N	2000	24 15 00 N
	140 38 50 E		140 40 00 E		140 56 30 E

USS PAUL HAMILTON (DD590)
8 March 1945

USS TULAGI and her four escorts rejoined at 0700, USS GOSS reported her sonar equipment inoperative, and was directed to take station within the circular screen astern of the CVE's.

Fueling operations were conducted throughout the day, the carriers fueling the screening ships. This ship fueled from USS NATOMA BAY, completing the operation at 1421.

At 1830 in accordance with CTU 52.2.1 080622 visual dispatch of March 1945, the following ships were detached from T.U. 52.2.1 and directed to effect rendezvous with T.U. 52.2.3: USS TULAGI, USS WAKE ISLAND, USS SARGENT BAY, USS HALLIGAN, USS O'FLAHERTY, USS SIEVERLING, USS U.V. MOORE, USS CAMPBELL, and USS ROWELL. T.U. 52.2.1, now consisting of USS NATOMA BAY, USS PETROF BAY, USS PAUL HAMILTON, USS RICHARD S BULL, USS GOSS, and USS JOHN C. BUTLER, cleared to the Southwest, and at 1900 set course 158°(T) at speed 16 knots proceeding to Ulithi Atoll, Western Caroline Islands, via Guam.

Positions

0800	24 48 30 N	1200	24 49 30 N	2000	24 15 00 N
	140 51 05 E		140 30 00 E		140 50 00 E

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USS PAUL HAMILTON (DD590)
9 March 1945

Radar contact with T.U. 52.2.2 was established at 0458, and at 0735 the two units joined with C.T.G. 52.2. (Rear Admiral DURGIN, USN, USS MAKIN ISLAND CVE93), USS PETROF BAY (CVE80), USS NETOMA BAY (CVE62), USS LUNGA POINT (CVE94), USS RUDYARD BAY (CVE81), USS GOSS (DE44), USS JOHN C. BUTLER (DE339), USS RICHARD S. BULL (DE402), USS PAUL HAMILTON (DD590), USS STOCKTON (DD646), USS DENNIS (DE405), USS HUTCHINS (DD476), and USS EVANS (DD552). Course 165°(T) at speed 16 knots was set. Designation of the disposition was changed at 1550 from T.G. 52.2 to T. G. 52.1.

Positions

0800	21 48 40 N	1200	20 52 00 N	2000	18 55 30 N
	141 59 50 E		142 17 00 E		142 49 30 E

USS PAUL HAMILTON (DD590)
10 March 1945

At 1305 USS PETROF BAY accompanied by USS BULL and USS BUTLER were detached to proceed as directed by C.T.G. 52.1.

A. 1330 an anti-aircraft firing practice was conducted, all ships of the disposition being given an opportunity to fire at sleeves towed by Guam based aircraft. This ship fired only automatic weapons, the 5"/38 battery having been rendered ineffective by a computer casualty.

Following the gunnery practice, the carriers landed their new air groups which had been flown out from Guam; and upon completion, course 234°(T) at speed 17 knots was set for Ulithi.

Positions

0800	15 33 35 N	1200	14 37 30 N	2000	13 06 30 N
	143 33 30 E		143 48 35 E		143 22 40 E

USS PAUL HAMILTON (DD590)
11 March 1945

More A/A gunnery exercises were conducted at 1030, and again this ship was able to fire only 40mm and 20mm batteries. This ship fueled from the USS MAKIN ISLAND at 1200, completing the operation at 1318. At 1400 the disposition commenced maneuvering to enter port; and at 1600 this ship, after covering the entry of the carriers, entered Ulithi Atoll and proceeded to anchor in the Southern Anchorage.

About 2000 an explosion was observed to the North, and later it was learned that a Japanese "Snooper" plane had succeeded in crashing the flight deck of the USS RANDOLPH (CV15). Air Flash Red was ordered by the Island Commander of Ulithi at 2010, but no further enemy activity developed, and Flash White was in effect again at 2055.

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11 March 1945 (continued)

Positions

0800	11 16 30 N	1200	10 29 00 N	2000	Anchored at
	140 57 20 E		140 25 20 E		Ulithi

U.S.S. PAUL HAMILTON (DD590)
12-14 March 1945

Anchored in Southern Anchorage, Ulithi. Tender availability was granted at anchor, and the time was spent in upkeep, repair, and maintenance of material, and training and recreation for the crew pending further operations at sea.

U.S.S. PAUL HAMILTON (DD590)
15 March 1945

The ship got underway at 1400 in obedience to ComDesRon 56 dispatch 122335 of March 1945 and to ComDesRon 51 dispatch 131127 of March 1945, proceeded out of Ulithi Atoll to Radar Picket Station Number Two, a point 45 miles bearing 070°(T) from Mangejang Island, and arrived on station one hour prior to sunset. The ship patrolled the vicinity of the station throughout the night encountering no activity of any sort other than a few friendly patrol planes and various surface units proceeding to and from Ulithi.

Positions

0800	Anchored at	1200	Anchored at	2000	10 09 N
	Ulithi		Ulithi		140 25 E

U.S.S. PAUL HAMILTON (DD590)
16 March 1945

Heavy overcast and intermittent rain squalls marked the hours prior to sunrise, the weather clearing by 0730. At 0630 after an uneventful night of picket duty, this ship proceeded back to Ulithi, passing through the channel entrance at 0852. The remainder of the day was spent loading ammunition and fueling, and upon completion, the ship proceeded to the Southern Anchorage to anchor. Navigating during the darkness prior to anchoring was exceedingly difficult, although C.I.C. personnel provided very valuable assistance with the SG radar. Sonar was used to advantage in determining ranges to nearby ships and shoals. It is recommended that the present navigational beacons at Ulithi be modified to show lights at night.

Positions

0800	10 04 00 N	1200	Anchored at	2000	Anchored at
	140 00 00 E		Ulithi		Ulithi

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~~T*T*A*F~~

15 March 1945

From: Commanding Officer.
To : Commander in Chief, U.S. Fleet.
Via : (1) Commander Task Unit 54.9.13, ComDesRon FIFTY ONE.
(2) Commander Task Unit 54.1.3 and 54.9.1, ComBatDiv FIVE.
(3) Commander Task Force 54, ComPhibGroup ELEVEN.
(4) Commander Task Force 52, ComPhibGroup ONE.
(5) Commander Task Force 51, ComPhibsPac.
(6) Commander FIFTH Fleet.
(7) Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Areas.
Subject: Action Report - CAPTURE AND OCCUPATION OF IWO JIMA,
16 February 1945 to 9 March 1945.
Reference: (a) CinCPOA conf ltr 1CL-45.
(b) ComPhibsPac OP Plan A-25-44.

1. In accordance with reference (a) and (b) subject report is submitted herewith.

Carlson
D. CARLSON

cc: ComInCh (Adv Copy)
CinCPOA (3)
ComGenFltMarForPac (1)
CTG 52.2 (1)
CTG 52.4 (1)
CTU 52.2.1 (1)
CTU 52.2.12 (1)
ComDesPac (1)
File (2)

3-03867

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PhibGr-11/
A16-3

Serial: Q2 (Op)

COMMANDER AMPHIBIOUS GROUP ELEVEN
U. S. PACIFIC FLEET
c/o Fleet Post Office
San Francisco, California

OM 42-4

C-O-N-F-I-D-E-N-T-I-A-L

21 April 1945.

FOURTH ENDORSEMENT to
USS PAUL HAMILTON Action
Report File DD590/A16-3(021)
dated 15 March 1945.

From: Commander Amphibious Group ELEVEN
(Formerly Commander Task Force FIFTY-FOUR).
To : Commander-in-Chief, United States Fleet.
Via : (1) Commander Amphibious Group ONE.
(2) Commander Joint Expeditionary Force and
Commander Amphibious Forces, U. S. Pacific Fleet.
(3) Commander FIFTH Fleet.
(4) Commander-in-Chief, United States Pacific Fleet.

Subject: Action Report of U.S.S. PAUL HAMILTON - Capture and Occupation
of IWO JIMA, 16 February to 9 March 1945.

1. Forwarded, concurring in general with the remarks and comments
contained in the basic report.

2. This command does not concur in the opinions expressed on page 44
relative to use of LCI(G)'s for UDT support. The fact that serious casualties were
incurred by LCI(G)'s on the forenoon of the IWO JIMA UDT operations, when eleven
out of twelve were hit even though closely supported by everything up to and in-
cluding OBB's, only serves to indicate the effective use of these craft. Had DD's
been used exclusively, due to the surprise firing which was received, the results
might well have been the same with the only difference that the DD's would have
been the damaged vessels. The LEUTZE was hit and seriously damaged during this
operation.

3. Destroyers attached to this force performed their duties as
screen and fire support vessels in an excellent manner.

B. J. Rodgers
B. J. RODGERS

cc: USS PAUL HAMILTON.

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②

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1002

OFFICE OF THE COMMANDER, AMPHIBIOUS GROUP ONE
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

AI6-3(2)

Serial: 088

CONFIDENTIAL

~~REFERENCE~~ to
USC PAUL HAMILTON Conf.
Ser. 021 of 15 March 1945.

From: Commander Amphibious Group ONE, (Commander Task Force 52).
To : Commander in Chief, United States Fleet.
Via : (1) Commander Amphibious Forces, United States Pacific Fleet,
(Commander Task Force 51).
(2) Commander FIFTH Fleet.
(3) Commander in Chief, United States Pacific Fleet.
Subject: Action Report of U.S.S. PAUL HAMILTON - Capture and Occupation of
IWO JIMA, 16 February to 9 March 1945.
Reference: (a) ComPhibGpONE serial 0016 of 2 April 1945 - 2nd End. to
ComLGI(G)Flot3 ser 005-45 of 24 Feb. 1945.

1. Forwarded. During the IWO JIMA operation PAUL HAMILTON was under this command until 0600(I), 19 February 1945. Insofar as the remarks in the basic report and the Fourth Endorsement pertain to this period, they are in general concurred with.
2. An error is contained in Part III, page (4), entry for 1110, 17 February. LCI(G) 474, not LCI(G) 457 was sunk on orders of the Task Force Commander.
3. Part VIII, page (44), contains a discussion of the desirability of employing LCI(G)'s in support of UDT operations, which discussions are commented on in the Fourth Endorsement. Various reasons, mostly speculative, may be advanced for the marked differences in enemy reaction and own damage sustained in the forenoon and afternoon operations. For future UDT operations in the vicinity of well defended positions the desideratum appears to be not to carry out the UDT operation until adequate exposure and reduction of defending batteries has been effected. Further comment on this matter has previously been made in reference (a).

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W.H.P. BLANDY
W.H.P. BLANDY.

624 Copy to:
ComPhibGpONE, ELEVEN,
ComPhibDivONE,
ComPhibGpONE-ONE,
ComPhibGpONE-TWO,
CO, USC PAUL HAMILTON.

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C-O-N-F-I-D-E-N-T-I-A-L

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A-C-T-I-O-N R-E-P-O-R-T

U.*S.*S.*P*A*U*L***H*A*M*I*L*T*O*N***(D*D**9*0)

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PART I

BRIEF SUMMARY

(Not submitted. Included in Division Commander's composite action report (ComDesDiv One Zero One) in accordance with paragraph 5C of CinCPac confidential letter LCL-45 of 1 January 1945.)

C*O*N*F*I*D*E*N*T*I*A*L

PART II

PRELIMINARIES

(Not submitted. Included in Division Commander's composite action report
(ComDesDiv One Zero One) in accordance with paragraph 5 C of CinCPac
confidential letter 1CL-45 of 1 January 1945.)

C-O-N-F-I-D-E-N-T-I-A-L

S-E-C-R-E-T-I-O-N "A"

(This section will be divided into four (4) subsections, for clarity and to segregate the various duties to which the U.S.S. PAUL HAMILTON was assigned during the period of this report.)

A-1 Operations with Task Unit 54.9.1 (Movement Unit Able and Night Deployment Unit Able)(Rear Admiral P.K. FISCHLER, U.S. Navy, ComBatDiv FIVE, U.S.S. TEXAS, Flagship).

- 16 FEBRUARY 1945 -

Proceeding in company with Task Unit 54.9.1, Movement Unit Able of Advanced Movement Group, Rear Admiral P.K. FISCHLER, U.S. Navy, ComBatDiv FIVE in USC TEXAS, Officer in Tactical Command, Rear Admiral W.H.P. BLANDY, U.S. Navy, ComPhibGrp ONE in company in USS ESTES. Task Unit enroute to TWO JIMA in accordance with ComPhibGrp ONE Movement Order ALO5-45. USS PAUL HAMILTON assigned screening station No. 1 of special cruising disposition #83 as indicated in Appendix VII to Annex E of ComPhibGrp ONE Movement Order ALO5-45. Steaming on course 331°(T) at 14.5 knots. Ship's position at 0000 Latitude 23°-24' N, Longitude 141°-18' E.

0235 USS TERRY detached to rendezvous with and support Minesweep Unit FOUR.

0447: Changed base course to 034°(T).

0505: Changed base speed to 15 knots.

0542: Changed base course to 039°(T).

0620 T.U. 54.1.2, Fire Support Unit TWO, plus USS ESTES and USS GILMER and T.U. 54.1.3, Fire Support Unit THREE, separated; the former maneuvering to take stations in fire support Sector II, and the latter proceeding to stations in fire support Sector III. This command, ComDesDiv XRAY, formed screen ahead of heavy ships of fire support Unit THREE. Ships of the screen in screening formation No. 54, USF 10(A), disposed as follows: USS STEMBEL-Station 1, USS J.D. HENLEY-Station 2, USS PAUL HAMILTON-Station 3, and USS WILLIAMSON-Station 4.

0710 USS STEMBEL detached to join Minesweep Unit TWO. Formed screen No. 53, USF 10(A) in present order.

0716 Heavy ships of Fire Support Unit THREE having arrived on station detached screen to proceed independently. DesDiv XRAY took screening stations to seaward of Fire Support Unit THREE as shown on screening diagram Appendix I of Annex (A) to ComPhibGrp ONE OP-Plan A-101-45: USS WILLIAMSON A-10, USS PAUL HAMILTON A-11, and USS HENLEY A-13.

Bombardment by heavy ships commenced as scheduled. The weather during the first day did not appear suitable for effective bombardment or bombing. Visibility was poor and ceiling was low. There were moderate winds and occasional rain squalls. Throughout the day patrolled station on courses 150°(T) and 330°(T) while heavy ships followed path cleared by Minesweepers and shelled the island defenses. Numerous air strikes were observed over the island. Several "Red Alerts" were order but no enemy contacts were made.

- 1515 USS WATERS left her screening station in A-12 to report to CTG 52.4 for duty. USS PAUL HAMILTON and USS HENLEY covered her screening sector.
- 1729 Bombardment ceased. Task Units began to form night deployment groups.
- 1835 Left patrol station, proceeding to night patrol station off Northeast Coast of IWO JIMA. Four (4) destroyers assigned to night harassment until 0100 as follows: USS PAUL HAMILTON, N.E. patrol, USS STEMBEL, harassing fire Eastern Beaches, and USS R.P. LEARY, illumination from East. All other units of the Amphibious Support Group assigned retirement from objective on night deployment routes.
- 2030 Arrived patrol station. Patrolling 7000 to 9000 yards offshore, clear of unswept areas. Made contact with CTG 52.1 in USS ESTES, in company with Minesweep Unit FOUR, plus USS TERROR and USS SCURRY. All to remain in immediate vicinity of the objective during the night. No enemy contacts were made.

0000 to 0930 17 February 1945

- 0054 Having been relieved by the USS R.P. LEARY, proceeding to station off the Western Beaches of the island. Assignments for destroyers of the night harassment force from 0100 until daylight were as follows: USS PAUL HAMILTON, illumination from the West, USS STEMBEL, harassing fire Western Beaches, USS MULLANY, harassing fire Eastern Beaches, and USS R.P. LEARY, N.E. patrol.
- 0202 Commenced illumination fire over the island, operating with the USS STEMBEL, conducting harassing fire. Expended twenty-one (21) rounds Starshells during morning darkness, illuminating Western beaches, airstrips #1 and #2, and bivouac area. (See part V-B)
- 0650 Having completed mission of illumination firing proceeded to Screening Sector C-14 as shown on Screening Diagram Appendix II of Annex (A) to ComPhibGrp ONE OP-Plan A-101-45.
- 0800 - Patrolling station C-14 seaward of heavy ships conducting bombardment of island defense positions.
- 0930 Left screening station and proceeded to fire support station off the Eastern (preferred) beaches for duty with T.G. 52.4, Underwater Demolition Group (Captain B.H. HANLON, USN, ComUDTSPhibsPac, USS ~~SAVANNAH~~, Flagship).

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A-2 Operations with T.G. 52.4, Underwater Demolition Group (Captain B.H. HANLON, USN, ComUDTSPhibsPac, USS GILMER, Flagship).

0930-1810 17 FEBRUARY 1945

- 1030 Arrived on station assigned on right flank of the destroyer fire support line approximately 3000 yards off the Eastern (preferred) beaches preparatory to reconnaissance operations of the Underwater Demolition Teams.
- Ship remained on this station until further ordered, lying to, except for occasional use of the engines for station keeping and maintaining heading necessary to keep the battery unmasked. Assigned fire support of LCI(G) 441, LCPR No. 1 from USS BLESSMAN, and Swimmers operating off BLUE 1 beach area. Communications were established with the other stations guarding assigned spotting frequency.
- 1045 LCI(G)'s had passed through line of destroyers and were on station about 2000 yards from the beaches.
- 1050 Commenced firing 5"/38 and 40mm batteries onto BLUE 1 beach area as scheduled and maintained fire as scheduled and called for throughout the operation. (See Section C, Part III and Section B, Part V). Fire support was also provided by the heavy ships to seaward and LCI(G)'s in close to the beaches.
- 1100 Roger Easy Hour. All scheduled fires were based on this time. LCI(G)'s moved into station about 1000 yards off the beach.
- During the operations, LCPR's moved in, dropped swimmers, and retired. Later they again moved in close to the beach and picked up their swimmers. One (1) swimmer was reported missing at the close of their operations. Operations appeared to proceed as scheduled.
- 1110 LCI(G) 441 reported hit. (mover)
- A good volume of enemy small arms and mortar fire effected numerous hits on the LCI(G)'s and one (1) destroyer, USS LEUTZE was reported damaged. The LCI(G) 457 supporting BLUE 2 beach was damaged seriously and retired from the scene. After retirement and abandonment by her personnel, she capsized and was sunk by the USS CAPPS.
- 1255 Bombardment ceased. UDT Reconnaissance Operations off Eastern (preferred) beaches were completed.
- Ammunition expended during morning operations as follows:
projectiles- 5"/38 A1 Common (Mk 29 Mod 2 N.F.) 133; White Phosphorous 40; 40mm HET 2900 rds. Powder- Smokeless (2600 f.s.) 173 charges.
- 1300 Proceeding around the Southern Point of the island toward area off the Western beaches for afternoon operations.
- 1400 In accordance with orders of ComDesRon 46, Commander Screen, proceeded in company with JOHN D. HENLEY to cover Minesweeping Operations in Area 10 as shown in Screening Diagram, Appendix II of Annex (A) ComPhibCp ONE, OP-Plan A-101-45.

REF.
PAGE 19
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0930-1810 17 FEBRUARY 1945 (contd)

- 1405 Operating in Area 10 in support of Minesweepers. Closed Western beach near Mt. Suribachi to about 1000 yards, but received no fire from the Island. No supporting fire was necessary to cover the minesweeping operations.
- 1540 Proceeding to station for afternoon operations off the Western beaches with Underwater Demolition Group.
- 1550 Arrived on station on right flank off the destroyer fire support line approximately 2000 yards off the Western (Alternate) beaches preparatory to reconnaissance operations of the Underwater Demolition Teams. Ship remained on this station during the operation, lying to, except for occasional use of the engines for station keeping and maintaining heading necessary to keep the battery unmasked. Assigned fire support for LCPR No. 1 from the USS BARR and Swimmers operating off PURPLE 1 Beach Area. No LCI(G)'s were present for the afternoon operation. Communications were established with other stations guarding assigned spotting frequency. ALERT
- 1605 Commenced firing 5"/38 and 40mm batteries covering PURPLE 1 Beach. Except for the absence of the LCI(G)'s, operations proceeding along the same plans as in the morning. Maintained fire support as scheduled and called for (See Section C of Part III and Section B of Part V).
- 1615 Roger William Hour. All scheduled fires were based on this time.
- 1810 Operations completed. Detached from duty with Underwater Demolition Group, proceeding toward rendezvous with Night Deployment Unit. Ammunition expended during afternoon operations as follows:
Projectiles- 5"/38 AA Common (Mk 29, Mod 2 N.F.) 69; White Phosphorous 25; 40mm HEIT 800 rds and 40mm HET 1188 rds. Powder-Smokeless (2600 f.s.) 94 charges 5"/38.

4-3 Further Operations with T.U. 54.9.1

1800K-2400K 17 February 1945

- 1900 Made rendezvous with T.U. 54.9.1 Deployment Unit ABLE (Rear Admiral P.K. FISCHLER, USN, ComBatDiv FIVE, USS TEXAS, Flagship) and was assigned station No. 1 in screen formation No. 55 of special cruising disposition 6S3.
- Throughout the night Unit proceeded along assigned night deployment route to the Northwest of IWO JIMA, as shown on Annex A (II) to ComPhibGrp ELEVEN Night Deployment Order A-1103-45.

0530K-2222K. 18 February 1945

- 0530 Heavy ships of Task Unit having returned to fire support stations off IWO JIMA, proceeded independently to screening station D-10 as shown on Screening Diagram, Appendix II, Annex (A) ComPhibGrp ONE OP-Plan A-101-45.
- 0700: - Patrolling screening sector D-10 on courses 056°(T)-236°(T)
1400: at 12 knots.
- 1401: Left screening station and proceeded toward IWO JIMA to rescue aviation personnel from a crashed TBH from the USS MAKIN ISLAND. When about three (3) miles from the beach, lowered a whaleboat which went in to about 3000 yards offshore and made the rescue.
- 1449: The whaleboat was hoisted and the following named survivors were taken aboard: Lt(jg) H.A. HUGHES, USNR, HAAS, E.A. ARM3c, SMITH, D.C. ARM3c. All were uninjured. Proceeded seaward to screening station.
- 1510: Resumed screening station.
- 1835: Left screening station and made rendezvous with T.U. 54.9.1 Deployment Unit ABLE. Task Unit formed special cruising disposition 6S3 and proceeded along assigned night deployment route.
- 1840: Assumed command of screen consisting of seven (7) ships and assigned stations in screen formation No. 57, USF 10(A), as follows: USS PAUL HAMILTON station #1, USS H.A. WILEY Station #2, USS TERRY station #3, USS WILLIAMSON station #4, USS BARR station #5, USS GILMER station #6, and USS BLESSMAN station #7.
- 2150: USS BLESSMAN could not carry out screen assignment, reporting she had lost all power.
- 2153: USS GILMER was detached from the screen to standby USS BLESSMAN and assist as necessary. Formed screening formation No. 55 USF 10(A) in present order.
- 2222: USS HALLIGAN joined Task Unit and assumed station No. 5 and command of the screen. The PAUL HAMILTON moved to station No. 2 of screening formation No. 56 USF 10(A).
Throughout the night proceeded along night deployment route to the Northwest of IWO JIMA as shown on Annex A (III) to ComPhibGrp Night Deployment Order A-1103-45.

0507K-1610K 19 February 1945

- 0507: Heavy ships of Task Unit arrived in Fire Support Sectors off IWO JIMA. Patrolling to the Southwest and seaward of bombardment ships of Fire Support Unit THREE.
- DAWN: Fire support ships commenced heavy Pre-Invasion Bombardment.
- 0900: Troops of the FOURTH and FIFTH U.S. Marine Divisions landed on the Eastern beaches of IWO JIMA.

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1815K-2400K 19 February 1945 (contd)

1105. In accordance with orders of CTF 52, proceeded to relieve the USS VICKSBURG on the Fire Support Line.
1138. Relieved the USS VICKSBURG on station in Fire Support Sector No. 1 (GRID CO.2-70.7). Communications were established with Naval Liaison Officer.
1150. Commenced firing 5"/38 batter for destruction and neutralization of enemy defenses as called for. (See Section E of Part III and Parts IV and V).
1610. Ceased shore bombardment of IWO JIMA upon orders of CTF 51, having expended 585 rounds AA Common (Mk 29, Mod 2 N.F.) and 14 rounds White Phosphorous 5"/38 projectiles and 599 rounds Smokeless Powder (1200 f.s.). Having been relieved by USS CAPPS, proceeded from Fire Support station to rendezvous and duty with T.U. 52.2.1, Support Carrier Unit ONE (Rear Admiral SPRAGUE, USN, USS NATOMA BAY, Flagship).

A-4 Operations with Escort Carrier Support Force.

1815K-2400K 19 February 1945

1815. Reported to CTU 52.2.1 for duty with screen.
1859. Assumed assigned screening station. Task Unit 52.2.1 disposed as follows: Escort Carriers - USS NATOMA BAY (F), USS WAKE ISLAND, USS SARGENT BAY, USS PETROF BAY, and USS STEAMER BAY; screen - USS BULL (with ComCortDiv 63, ComScreen) #1; USS HALLIGAN #2, USS WESSON #3, USS RALPH TALEOT #4, USS O'FLAHERTY #5, USS BAGLEY #6, USS GRADY #7, and USS PAUL HAMILTON #8. Operating in normal cruising disposition 5-R with a circular screen.
- Proceeded throughout the night on various courses at various speeds within assigned areas for air support of IWO JIMA Operation.

20 February 1945

- 0722 - Fueled from USS NATOMA BAY. Operation temporarily interrupted
0816 for flight operations.
- 0836 Took station #10 in ten (1) ship circular screen. USS HUTCHINGS and USS MITCHELL having joined during fueling exercises.
- 0951 - Left screening station and completed fueling from USS NATOMA BAY.
1047. Transferred aviation personnel of USS MAKIN ISLAND, rescued 18 February off Western IWO JIMA, to the USS NATOMA BAY.
- 1059 Resumed station #10 in screen.

21 February 1945

Throughout the day screened carriers during normal cruising and flight operations.

1705 The USS EVANS joined the formation replacing the USS RALPH TALBOT directed to report to CTF 51 at IWO JIMA.

1734 Sent the ship to General Quarters for a "Red Alert" at IWO JIMA. A large group of enemy planes were reported approaching from the Northwest of IWO JIMA.

1957 Secured from General Quarters. No attack had developed against this group. No unidentified contacts were observed.

2230 The following ships separated from this unit: USS WAKE ISLAND, USS PETROFF BAY, USS GRADY, USS O'FLAHERTY, and USS HALLIGAN.

2245 Formed sector screen with six (6) screening ships. USS PAUL HAMILTON assigned station in sector FOX.

22 February 1945

0325 Contacted T.U. 50.18.26 consisting of USS MONONGAHELA and the USS HUMPHREYS.

0658 T.U. 50.18.26 joined the group.

0745 Fueling exercises commenced.

0838 - Fueled from the USS MONONGAHELA.
0948

1530 Fueling exercises completed. T.U. 50.18.26 was detached to proceed independently.

2130 Passed T.G. 58.1 about 19 miles to the East.

23 February 1945

0832 T.U. 52.2.3 joined T.U. 52.2.1 and formed cruising disposition 5-RM with seven (7) carriers and fifteen (15) screening vessels. A circular screen was formed with USS PAUL HAMILTON assigned to station No. 15.

Disposition now composed of the following ships: Escort Carriers- USS ANZIO, USS SAGINAW BAY, USS RUDYARD BAY, USS SARGENT BAY, USS PETROF BAY, and USS STELMER BAY; screen- USS RICHARD S BULL (Com-Screen) #1, USS TABERER #2, USS EVANS #3, USS HALLIGAN #4, USS O'FLAHERTY #5, USS BAGLEY #6, USS RICHARD E. ROWELL #7, USS HELM #8, USS OLIVER C. MITCHELL #9, USS PATTERSON #10, USS L.C. TAYLOR #11, USS EDMONDS #12, USS HUTCHINS #13, USS CONNELLY #14, and USS PAUL HAMILTON #15.

1733. The USS NAWMAN joined the screen.
- 1830 The following ships left the formation: USS ANZIO, USS SAGINAW BAY, USS RUDYARD BAY, USS PETROF BAY; USS TABERER, USS BAGLEY, USS EDWARDS, USS OLIVER C. MITCHELL, USS LAWRENCE C TAYLOR, and USS PATTERSON.
- 1835 Formed disposition 5V, assumed station #10 in close A/A screen around the carriers.
Sent the ship to General Quarters on contact with group of unidentified planes.
Several raids closed the formation from the North and East and "windows" were dropped over a large area. These planes were not fired upon as they made no direct or deliberate attacks. (See Part VI (D) for Enemy Radar Deception Report).
- 2040 Formed normal cruising disposition 5-R, screening station #10.
- 2116 Secured from General Quarters, all "bogies" contacts having disappeared, and following an "Air Flash White" by C.T.U. 52.2.1.

24 February 1945

0535. The following ships left the formation: USS HELM, USS HUTCHINGS, and USS NAWMAN. Remaining ships formed a seven (7) ship circular screen.
- 0802 In accordance with orders of CTU 52.2.1 departed from Task Unit and proceeded Northward at 20 knots on air-sea rescue mission. Pilot from the USS BELLEAU WOOD reported down in Latitude 26° 50' N Longitude 141° 50' E.
- 0945 Passed T.G. 52.2.5 to the East.
- 1030 Contacted two (2) VF planes from USS SARGENT BAY for air cover and vectored them ahead of track about ten (10) miles. Planes conducted search normal to track, five miles either side of track.
- 1231 Sighted land bearing 038°(T), distance 32 miles identified as NAHA JIMA.
- 1306 Sent the ship to General Quarters.
- 1320 Commenced intensive search of area to the South of reported position of downed pilot. Accompanying planes searched areas to the East and North of ships track.
- 1438 Arrived at reported position and changed course to the West. Planes made thorough search 10-15 miles radius to the North of reported position.
- 1440 Planes left area to go back to base.

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24 February 1945 (contd)

- 1505 Changed to Southerly course in further search in area considered most likely position due to present wind and sea conditions. At this time could hear conversation of planes from ENTERPRISE conducting an air strike at CHICI JIMA.
- 1527 Changed course to East
- 1550 Changed course to South.
- 1555 Two (2) planes reported they were in trouble having been damaged by enemy A/A fire. Attempted to establish communications with these planes. Contacted Emergency IFF Signals.
- 1600 Made contact with damaged plane to the Northeast of HABA JIMA and gave him a vector toward this ship. This plane acknowledged, but failed to comply with vector, continuing on a SE heading.
- 1610 Plane reported going down.
Another plane from the ENTERPRISE flew to the spot over the pilot and began circling. By the use of Emergency IFF Signal this plane definitely fixed the position of the downed aviator, now reported to be in a rubber raft.
- 1619 Changed course to West.
- 1635 Changed course to 145°(T) to proceed to rescue of ENTERPRISE aviator and to cover further area of search for BELLEAU WOOD aviator.
- 1648 Contacted friendly fighters from USS SARGENT BAY, sent to the ship for air coverage and assist in search. Vectored planes to area to West and in close to HABA JIMA for further search for USS BELLEAU WOOD pilot.
- 1705 Changed course to 095°(T).
- 1730 Requested ENTERPRISE fighter to obtain air cover for this ship.
- 1755 Changed speed to 33 knots. USS ENTERPRISE fighter was still on station over his shipmate in the water, but was getting low on gas. Ordered fighters from USS SARGENT BAY, assigned to search, to relieve USS ENTERPRISE fighter on station. Results of search in the West of the islands negative.
- 1805 One (1) fighter and one (1) TBF from USS ENTERPRISE reported as cover. Directed USS SARGENT BAY fighters and USS ENTERPRISE fighter to return to base.
- 1810 Sighted life raft, with the help of a smoke bomb dropped by plane.
- 1820 Rescued pilot, Ensign R.M. WOODS, USNR, who was uninjured. Sunk life raft with machine-gun fire.
- 1829 Set Southerly course at 20 knots to rejoin T.U. 52.2.1.
- 1847 Sighted "bandit" low over the water and vectored fighter to intercept. Observed merged plot, but received no "tally ho". "Bandit" then escaped over land to the Northwest. This plane was identified as either a "JILL" or "JUDY".

1915 Two (2) ENTERPRISE night fighters proceeded to base. Several contacts were made on "bogies" during the later evening. One (1) "bogie" passed 3½ miles bearing 265°(T). No attacks occurred, therefore, did not disclose position by firing. All "bogies" were flying from South to North.

2340 Secured from General Quarters.

25 February 1945

0740 In accordance with orders of CTU 52.2.2 joined screen of TU 52.2.2. Took station No.6 in a nine (9) ship circular screen. Formation and screen axis 000°(T). Task Unit steaming in normal cruising disposition 5-R.

Disposition was composed as follows: Escort Carriers- USS LUNGA POINT, USS MAKIN ISLAND (F), and USS WAKE ISLAND; screen - USS DALY (ComScreen) #1, USS JOHN C BUTLER #2, USS ROBERT F KELLER #3, USS STOCKTON #4, USS EVANS #5, USS PAUL HAMILTON #6, USS NAWMAN #7, USS CONNELLY #8, and USS HUTCHINS #9.

0805 Unit commenced fueling operations with escorts fueling from the escort carriers.

0850 Ceased all fueling operations.

0900 TU 52.2.3 and TU 52.2.2 joined forming cruising disposition 5-RM. Task Unit now composed of seven (7) carriers and fifteen (15) screening vessels as follows: Escort Carriers- USS SAGINAW BAY, USS LUNGA POINT, USS WAKE ISLAND, USS RUTLAND BAY, USS PETROF BAY, USS ANZIO, and USS MAKIN ISLAND; screen - USS DALY (ComScreen) #1, USS TABBERER #2, USS EDMONDS #3, USS JOHN C BUTLER #4, USS ROBERT F KELLER #5, USS GABLEY #6, USS HUTCHINS #7, USS STOCKTON #8, USS CONNELLY #9, USS OLIVER C MITCHELL #10, USS EVANS #11, USS PAUL HAMILTON #12, USS L.C. TAYLOR #13, USS PATTERSON #14, and USS NAWMAN #15.

1040 "Air Flash Red". Sent ship to General Quarters. Screen moved in to circle 2.5 in A/A disposition 5-V. Unidentified aircraft reported bearing 090°(T), range 35 miles.

1049 Aircraft identified as friendly. Secured from General Quarters. Task Unit resumed normal cruising disposition on 5-RM.

1530 Left screening station to transfer Ensign R.M. WOODS, USNR, rescued aviator of the USS ENTERPRISE, to the USS HYMAN.

1606 Resumed screening station.

1650 The following visual report concerning search for pilot of USS BELLEAU WOOD previous day was sent to CTG 52.2: "AREA FROM REPORTED POSITION TWENTY MILES SOUTH FIVE MILES EAST AND WEST COVERED THOROUGHLY BY SHIP AND AIRCRAFT X BELIEVED THIS AREA MOST LIKELY POSITION DUE WIND AND SEA CONDITIONS X PLANES SEARCHED TEN MILES NORTH OF REPORTED POSITION THOROUGHLY X AREA TO EAST AS FAR AS HAHU JIMA COVERED BY AIRCRAFT BUT NOT AS THOROUGHLY AS DESIRED X RECOMMEND FURTHER SEARCH BY AIRCRAFT CLOSE TO WEST COAST OF HAHU JIMA AND IN PASS TO SOUTH OF CHICHI JIMA EASTWARD X FURTHER RECOMMEND RUBBER RAFT BE EQUIPPED WITH BALLOON TO BE INFLATED BY OCCUPANT AS THEY ARE VERY DIFFICULT TO SEE WITH A MODERATE TO HEAVY SEA RUNNING".

2200 USS ANZIO accompanied by USS R F KELLER, USS LC TAYLOR, USS TABBERER, and USS MITCHELL detached to proceed on duty assigned. Formed eleven (11) ship circular screen. Took station No. 8.

26 February 1945

- 0717-0840 Went alongside USS SARGENT BAY and fueled.
- 0825 The following ships joined the formation: USS ANZIO, USS KELLER, USS L.C. TAYLOR, USS MITCHELL, and USS TABBETER.
- 0900 Resumed screening station. Now assigned station No. 12 in a fifteen (15) ship circular screen.
- 1523 USS CONNELLY detached to report to CTF 51 for duty. Adjusted to station No. 12 in a fourteen (14) ship circular screen.

26 February 1945 (contd)

- 1835 USS PAUL HAMILTON, in company with USS WAKE ISLAND, USS PETROF BAY, USS BUTLER, and USS EDMONDS, detached in accordance with orders received by visual dispatch to proceed and join T.U. 52.2.1.
- Ships in screen formed screen #53, USF 10(A) with station assignments as follows: USS PAUL HAMILTON #1, USS EDMONDS #2, and USS BUTLER #3.
- Task Unit proceeding on a Southeasterly course to rendezvous with T.U. 52.2.1.

27 February 1945

- 0700 Joined T.U. 52.2.1 and ships formed disposition 5-R as follows: Escort Carriers- USS NATOMA BAY, USS SARGENT BAY, USS WAKE ISLAND, USS PETROF BAY, and USS STEALER BAY; Circular Screen- USS BULL (ComScreen) #1, USS POWELL #2, USS PAUL HAMILTON #3, USS HELM #4, USS O'FLAHERTY #5, USS EDMONDS #6, USS GRADY #7, USS JOHN C BUTLER #8, and USS HALLIGAN #9. Formation and screen axis 000°(T).

Screening carriers during normal cruising and flight operations throughout the day.

28 February 1945

- 1547 Went alongside USS NATOMA BAY for transfer of personnel. Lieut. W.C. CURRY, USNR, was transferred to this ship for temporary duty for operations the following day in procurement of rockets in vicinity of IWO JIMA.

1 March 1945

- 0037 In accordance with orders T.U. 52.2.1 detached from Carrier Group to proceed to vicinity of IWO JIMA for rockets.
- 0737 Arrived at destination, 3000 yards bearing 150°(T) from Mt. Suribachi, IWO JIMA, preparatory to receiving rockets from USS LAKEWOOD VICTORY.
- 1030-1815 Lying to near USS LAKEWOOD VICTORY. Taking aboard rocket bodies and motors from boats of USS LAKEWOOD VICTORY. Ceased operations at 1815 having taken aboard 472 (Mk 7) 3.25" rocket motors and 432 (Mk 1) 5" rocket bodies.
- During the operation picked up mail for ships of T.U. 52.2.1.
- 1830 Proceeded on Southwesterly course for rendezvous with TU 52.2.1.

2 March 1945

- 0227 Joined T.U. 52.2.1. Took station No. 3 in a twelve (12) ship circular screen.
- 0652 T.U. 50.8.28, Fueling Unit, joined T.U. 52.2.1 and commenced fueling operations.
Proceeding to go alongside USS STEAMER BAY for delivery of rockets and mail.
- 0716- Delivered 72 complete rocket assemblies and mail to USS STEAMER
0819 BAY.
- 0850- Alongside USS NATOMA BAY. Transferred Lieut. W.C. CURRY, USNR,
1002 having completed temporary duty. Delivered 112 complete rocket assemblies and mail to the USS NATOMA BAY.
- 1057- Alongside USS PETROF BAY. Delivered 124 complete rocket assemblies
1222 plus 24 spare 3.25" rocket motors.
- 1319- Alongside USS SARGENT BAY. Delivered 124 complete rocket assem-
1414 blies, 16 spare 3.25" rocket mortars, and mail.
- 1600 Resumed station in screen. Circular screen now formed as follows:
USS RICHARD BULL (ComScreen) No. 1, USS RICHARD ROWELL No. 2, USS PAUL
HAMILTON No.3, USS LEONE No.4, USS O'FLAHERTY No.5, USS HELM No.6,
USS EDWARDS No.7, USS GOSS No.8, USS BUTLER No.9, USS SIEVERLING No.10,
and USS CAMPBELL No.11.
- 1847 USS HALLIGAN joined the screen. Adjusted to station No. 3 in a
twelve (12) ship circular screen.

3 March 1945

- 0035 USS HELM detached to proceed independently. Adjusted to station
No. 3 in an eleven (11) ship screen.
- 0813- Went alongside USS NANTAHEAL and fueled to capacity.
0848
- 0856 Resumed screening station.
- 1047 USS HALLIGAN came alongside for transfer of mail.
- 1449 Sighted mine on starboard bow, distance 500 yards.
On orders of CTU 52.2.1 maneuvered to destroy mine by gunfire.
- 1509- Fired on mine with 20mm, 40mm batteries and small arms.
1622
- 1623 Sunk mine. Resumed former station in screen. Position of mine
established as Latitude: 24°-27'-3"N, Longitude: 140°-41'-7" E.
- 1638 Sent following visual report to CTU 52.2.1 concerning mine:
"MINE WAS ABOUT THIRTY SIX INCHES IN DIAMETER WITH SIX TO EIGHT
HORNS X MINE COVERED WITH BARNACLES X HIT SEVERAL TIMES AND FAILED
TO EXPLODE X AFTER BEING HIT A SLICK BEGAN TO FORM SIMILAR IN COLOR
TO A DEPTH CHARGE SLICK X MINE FINALLY DISAPPEARED".

C-O-N-F-I-D-E-N-T-I-A-

3 MARCH 1945 (contd)

- 2047 Contacted unidentified plane bearing 164°(T), range 27 miles, closing.
- 2048 "Air Flash Red". Formed disposition 5-V.
- 2053 "Bogie" closed formation on course 340°(T), speed 220.
- 2055 "Bogie" passed over formation. All ships held fire.
- 2108 Lost contact with "bogie" bearing 340°(T), range 41 miles.
- 2143 "Air Flash White".
- 2150 Formed Cruising disposition 5-R.

4 March 1945

Throughout the day screening carriers during normal cruising and flight operations.

- 1826 USS HELM joined the screen. Adjusted to station No. 3 in a twelve (12) ship screen.

5 March 1945

- 0432 USS HALLIGAN detached to proceed independently. Adjusted to station No. 3 in an eleven (11) ship circular screen.
- 0645 USS ROWELL came alongside to receive mail.
- 1303 USS HELM came alongside to deliver mail.
- 1809 The following ships left the disposition: USS TULAGI, USS MOORE, USS GOSS, USS SIEVERLING, and USS CAMPBELL.
- 1819 USS HALLIGAN joined the screen. Formed an eight (8) ship circular screen as follows: USS BULL (ComScreen) No. 1, USS ROWELL No. 2, USS PAUL HAMILTON No. 3, USS HELM No. 4, USS O'FLAHERTY No. 5, USS BUTLER No. 6, USS EDMONDS No. 7, and USS HALLIGAN No. 8.

6 MARCH 1945

- 0030 In accordance with orders of CTU 52.2.1 to proceed to vicinity IWO JIMA for procurement of rockets.
- 0705 Arrived off IWO JIMA preparatory to receiving rockets from USS LAKEWOOD VICTORY.
- 1130- Loaded rockets and rocket bodies. At 1741 had received aboard
1741 238 (Mk 5) rocket bodies, 462 (Mk 6) rocket bodies, and 735 (Mk 1) rocket motors. Also received mail for ships of T.U. 52.2.1.

C O N F I D E N T I A L

6 MARCH 1945 (contd)

1800 Proceeded on Southwesterly course toward rendezvous with TU 52.2.1.

1945 Joined TU 52.2.1. Assigned screening station No. 3 in an eight (8) ship circular screen. Disposition now composed as follows: Escort Carriers- USS MATOMA BAY, USS STEAMER BAY, USS SARGENT BAY, USS PETROF BAY, and USS WAKE ISLAND; Screen- USS RICHARD BULL No. 1, USS RICHARD ROWELL No. 2, USS PAUL HAMILTON No. 3, USS HELM No. 4, USS O'FLAHERTY No. 5, USS BUTLER No. 6, USS EDMONDS No. 7, and USS HALLIGAN No. 8. Formation and screen axis 000°(T).

7 MARCH 1945

0104 USS HELM departed to proceed on duty assigned. Formed seven (7) ship sector screen. This ship assigned sector B.

0723- Alongside USS SARGENT BAY. Delivered 120 complete rocket assemblies and mail.

0735 USS O'FLAHERTY came alongside. Delivered to her mail for various ships of Task Unit.

0858- Alongside USS SARGENT BAY. At 0947 had delivered 240 rocket bodies and 248 rocket motors.

0940 The following ships joined the Task Unit: USS TULAGI, USS MOORE, USS GOSS, USS SIEVERLING, and USS CAMPBELL.

1028- Completed transfer of rockets to USS SARGENT BAY, having delivered 1107 in total 350 complete rocket assemblies plus 6 rocket motors.

1105 USS HELM joined screen.

1154- Alongside USS TULAGI. Delivered 230 rocket bodies, 83 rocket motors, and mail. Cleared side for air operations.

1329- Alongside USS TULAGI. Delivered 54 rocket bodies and 183 rocket motors. Cleared side for air operations, proceeding to screening station No. 3 in a twelve (12) ship circular screen.

1602- Completed delivery of rockets to USS TULAGI, having transferred 66 rocket bodies and 113 rocket motors. Total delivery to USS TULAGI was 350 rocket bodies and 379 rocket motors.

1710- Resumed screening station. The following ships were detached from Task Unit to proceed on duty assigned: USS TULAGI, USS MOORE, USS CAMPBELL, USS SIEVERLING, and USS GOSS.

1710- Task Unit 52.2.1 now composed as follows: USS MATOMA BAY, USS STEAMER BAY, USS SARGENT BAY, USS WAKE ISLAND, and USS PETROF BAY; (contd) Screen in circular disposition- USS BULL No. 1, USS ROWELL No. 2, USS PAUL HAMILTON No. 3, USS BUTLER No. 4, USS O'FLAHERTY No. 5, USS HALLIGAN No. 6, USS EDMONDS No. 7, and USS HELM No. 8.

1845 USS STEAMER BAY, USS HELM, and USS EDMONDS were detached to proceed on duty assigned. Screen formed in six (6) sectors, this ship taking sector B.

8 MARCH 1945

- 0655 The following ships joined Task Unit: USS TULAGI, USS MOORE, USS CAMPBELL, USS SIEVERLING, and USS GOSS. Formed a ten (10) ship circular screen. This ship assigned station No. 3. Throughout the day various escorts fueling from the escort carriers.
- 1157- Fueled from USS MATOMA BAY. Chared side at 1255 for flight
1255 operations.
- 1345- Completed fueling from USS MATOMA BAY.
1421
- 1440 Resumed screening station No. 3.
- 1830 The following ships were detached from TU 52.2.1 to proceed on duty assigned: USS TULAGI, USS WAKE ISLAND, USS SARGENT BAY, USS ELLIGAN, USS O'FLAHERTY, USS SIEVERLING, USS MOORE, USS CAMPBELL, and USS BOWELL. Remaining vessels of screen formed screen No. 53 ahead of carriers with USS GOSS assigned station astern. USS PAUL HAMILTON in station No. 1.

9 MARCH 1945

- 0735 TU 52.2.1 joined TU 52.2.2, forming cruising disposition 5-RM. Disposition composed as follows: Escort Carriers - USS MAXIN ISLAND (F), USS PETROF BAY, USS MATOMA BAY, USS LUNGA POINT, USS RUDYARD BAY; eight (8) ship circular screen - USS GOSS No. 1, USS BUTLER No. 2, USS BULL No. 3, USS PAUL HAMILTON No. 4, USS STOCKTON No. 5, USS DENNIS No. 6, USS HUTCHINS No. 7, and USS EVANS No. 8. Formation and screen axis 000°(T).
The ships in this disposition proceeding on a Southerly course retiring from the objective to ULITHI.

(NOTE: All times KING)

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SECTION "BR"

(NO COMMENT)

SECTION "C"

Radio Log Spotting Circuit (32.6 Mgs)
for
UPT Operation Eastern (preferred) Beaches
1105-1306(King) 17 Feb. 1945

<u>TIME</u>	<u>TO</u>		<u>FROM</u>	<u>TRANSMISSIONS</u>
1105	Gigilo	V	Brazil 2	Relieve Swami 3.
1107	Gabriel	V	Taffy 14	Increase fire on Yellow Beach until relief arrives for Mullet 9 and Spike 8.
1120	Magellan	V	Mullet 1	We have been hit twice.
	Crazybone	V	Mullet 1	We are drawing fire from 165 Y heavy AA.
	Mullet 1	V	Crazybone	Drawing fire from 165 Y will take under fire.
	Brazil 2	V	Rumpus 7	We are taking water forward - send Gigilo 9 to replace Rumpus 7.
1116	Serpent	V	Jailbait 1	Fire on 166 K, G, C.
1118	Gigilo 9	V	Rumpus 7	Hot Spot is by the green boats on the beach.
1120	Magellan	V	Rumpus 7	We have not steering control.
1122	Serpent	V	Jailbait 2	Air Burst in 166. Full salvo.
1123	" "	V	" "	Automatic Fire in 166 G.
1127	" "	V	" "	Keep the God Damn guns firing.
1130	" "	V	" "	183 W
1132	" "	V	" "	183 V
1133	Crazybone	V	Serpent	Your 40MM in water.
1134	Serpent	V	Crazybone	Roger. Out.
	Crazybone	V	Jailbait 2	Request automatic fire 165 X, T, and 166 P, 183U.
1137	Serpent	V	Jailbait 2	Can you give me smoke 166 E.
1143	Mullet 1	V	Brazil 2	Cease fire.
1147	Mullet 1	V	Wealthy	Retire go away from shore.
	Gigilo 9	V		
1152	Serpent	V	Jailbait 2	Cease fire on smoke - Increase 5" on beach
1153	Mullet 1	V	Rumpus 7	Engines knocked out - send tow immediately.
1155	Serpent	V	Jailbait 2	Rapid fire in 166 C.
1156	" "	V	Jailbait 4	Is dark object in 165 J a fire control station.
	Crazybone	V	Serpent	Please cover our dogs with automatic fire on beach.
	Serpent	V	Crazybone	Wilco Out.
1200	Gabriel	V	Taffy 14	Give us heavy automatic fire on beaches
	Morrison	V		
1201	Jailbait 1	V	Jailbait 2	We have Sopus Dog Alum
	Serpent	V	Jailbait 4	Is dark circular object near hilltop in 165 J a firecontrol station.
1202	Serpent	V	Jailbait 2	Smoke in 166 G and H.
1204	Magellan	V	Gigilo 9	Request orders. Mullet 1 does not need relief.
	Rump 0	V	Mullet 1	Our light is out.

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SECTION "C" - (Continued)

<u>TIME</u>	<u>TO</u>	<u>FROM</u>	<u>TRANSMISSIONS</u>
1205	Gabriel	V Taffy 14	Request rapid fire on our beach.
1206	Serpent	V Jailbait 2	Smoke 166 G and H exc. lent - give us smoke in 166 C.
1203	Serpent	V Jailbait 2	Rapid fire.
1212	Magellan	V Jailbait 1	Sopus Dog White.
1214	Jailbait 1	V Taffy 15	Return to Jailbird.
	Jailbait 4	V Jailbait 2	Sopus Dog White.
1218	Jailbait 2	V Serpent	Do you need fire support in your area.
1220	Gigilo 9	V Wealthy 3	Get clear of that area.
1220	Sankrist 11	V Taffy 14	What is your position.
1232	Wealthy 3	V Mullet 1	We are alongside Puppy Dog, transferring casualties.
1237	Taffy 15	V Jailbait 2	We have spotter.
1242	Sankrist 2	V Sankrist 2	Will you please take the dogshbone.
1250	Rumpus 7	V Taffy 15	Have you any observers.
1251	Taffy 15	V Rumpus 7	Negative.
		V Jailbait 1	Where is Mullet 1.
1306	All stations, all stations this circuit - We are securing this circuit, This is Magellan.		

ALAMEDA 1-1661-41

for
UDT Operation Western (alternate) Beaches
1530-1745(King) 17 Feb. 1945.

TIME	TO	FROM	TRANSMISSIONS
1530	Crazybone	V Cayuse	Blanket area 146 L, M, N.
1615	Redwood 1	V Brazil 1	Put W.P. in areas 198 F to 147 H.
1620	Crazybone	V Alameda 1	Target 163 I.
1624	" "	V " "	Wait.
1625	" "	V " "	Shots slightly high.
1627	" "	V " "	Throw shells in from beach 50 yards.
1630	" "	V " "	Target at 163 S.
1635	" "	V " "	You are doing all right.
1637	Redwood	V Brazil 1	W.P. 3/4 way up Hot Rock.
	Crazybone	V Alameda 1	Target 163 H.
	Alameda 1	V Crazybone	That is in the drink.
		V Brazil	Maintain way.
1642	Crazybone	V Alameda 1	Target at 163 H.
1644	" "	V " "	On Target.
1648	" "	V " "	Target destroyed.
1653	" "	V " "	Target at 147 D
1654	" "	V " "	Down 100.
1655	" "	V " "	Believe target is destroyed.
1658	" "	V " "	Target at 163 O.
1659	" "	V " "	Down 100 - Right 100.
1700	Redwood	V Brazil 1	Recovery Hour is R Hour Plus 45.
1702	Crazybone	V Alameda 1	We have no immediate targets for you.
1704	" "	V " "	Target at 181 U.
1706	" "	V " "	Cancel last target.
1708	" "	V " "	Raise fire. We are going in now.
	" "	V " "	Target at 163 N
1710	" "	V " "	Target 50 yards left of grounded plane.
1713	" "	V " "	Down 100.
1714	" "	V " "	Down 100.
1715	" "	V " "	On target.
1716	" "	V " "	New target 50 yards left of old target.
			New target is pillbox.
1717	" "	V " "	Down 50.
1719	" "	V " "	Target at 163 R- Pill box.
1722	" "	V " "	Strafe Purple Beach with 40MM.
1726	" "	V " "	Three pillboxes in area 100 yards left of grounded plane.
1727	" "	V " "	Down 50 - Left 50.
1728	" "	V " "	Down 50.
1729	" "	V " "	Down 100.
1730	" "	V " "	Up 50 - Left 500.
1733	" "	V " "	Target at 163 R.
1735	" "	V " "	Target 50 yards left of grounded plane.
	" "	V " "	Down 50
1740	" "	V " "	You are 200 yards out.
1745	" "	V " "	We are securing.

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Radio Log Spotting Circuit (4280 Mgs)
for
Fire Support of Landing on IWO JIMA ISLAND.
1110-1605(King) 19 Feb. 1945.

<u>TIME</u>	<u>TO</u>	<u>FROM</u>	<u>TRANSMISSIONS</u>
1110	Crazybone	V Constable	Last target 183 X - Sweeney now in control over this circuit, in addition we were firing at target 166 D.
1115	Crazybone	V Sweeney	Situation as follows: troops coming on beach toward 166 H we have been receiving fire from cliff.
1120	Sweeney	V Crazybone	Wilco Out.
	Crazybone	V Sweeney	Let me know when you are in position to fire.
1125	Sweeney	V Crazybone	We are in position, we will fire in succession, 2 gun salvos unless otherwise directed.
1130	Crazybone	V Sweeney	Target 166 D, N, W quarter use AA Common.
	Sweeney	V Crazybone	Wilco
1138	Crazybone	V Sweeney	No change, use all guns, can't pick up your shots in smoke.
1150	" "	V " "	No change, left 500.
	" "	V Crazybone	Wilco out.
	" "	V Sweeney	No change up 500, 3 salvos.
	" "	V Crazybone	Wilco out.
1152	" "	V Sweeney	Have you relieved Constable
	" "	V Crazybone	Affirmative.
1154	" "	V Sweeney	Standby for new target.
	" "	V Crazybone	Wilco out.
1155	" "	V Sweeney	Are you in contact with C 253?
	" "	V Crazybone	Negative.
	" "	V Trojan	Target at 183 R.
	" "	V Crazybone	Roger out.
1156	" "	V Sweeney	Target 183 R use small AA.
	" "	V Crazybone	Wilco out
1157	" "	V Sweeney	Knockings 5 salvos rapid fire.
	" "	V " "	C 253 was a casualty as was C 250.
1159	Sweeney	V Crazybone	We have opened fire in water.
	Crazybone	V Sweeney	Fire in water is from LVT with 75MM
1200	" "	V " "	Cease firing, standby.
1205	" "	V " "	Standby for target designation. Target at 166 D. Use AA Common. Commence firing.
	" "	V Crazybone	Wilco out.
1206	" "	V Sweeney	Up 500 no change.
1207	" "	V " "	No change right 500.
1208	" "	V " "	Up 200, left 200, 3 salvos. Down 300 no change.
1209	" "	V " "	Beautiful right in the old bucket.
1210	" "	V " "	No change - repeat fire.
1211	" "	V " "	Down 100 no change. You knocked the cover off a shit full of pillboxes over there.
1212	" "	V " "	No change left 200, 3 salvos.
	" "	V " "	No change right 100.
1213	" "	V " "	Check fire.
1214	" "	V " "	Front line troops are approximately on bow of the 3rd LSM going east to west on target 166 B.

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Radio Log Spotting Circuit (4280 Mgs) Cont'd.

<u>TIME</u>	<u>TO</u>	<u>FROM</u>	<u>TRANSMISSIONS</u>
1215	" "	V " "	No change left 200.
1216	" "	V " "	Up 200 no change.
1217	" "	V " "	No change - no change.
1218	" "	V " "	No change. Repeat with 5 salvos.
1220	" "	V " "	Check fire.
1221	" "	V " "	No change left 200.
1222	" "	V " "	Repeat last salvo with 2 guns only.
1223	" "	V 0"250	Are you firing in 183 R. Enemy tanks in that area. Can you carry out that mission?
1224	Crazybone	V Sweeney	I will give you a spot that will put you at the road junction.
1225	" "	V " "	Down 100 Right 300.
	" "	V " "	No change right 500.
1226	" "	V " "	Up 800 no change.
1227	" "	V " "	No change right 400 3 salvos.
1228	" "	V " "	No change 5 salvos rapid fire.
1229	" "	V " "	Check fire - Cease fire stand by for new target.
1231	" "	V " "	Can you observe where the 40MM is firing into the cliff at 166 D?
1232	Sweeney	V Crazybone	Affirmative.
1233	Crazybone	V Sweeney	Take under fire.
	" "	V " "	You boys are doing some nice shooting over there. Keep it up.
1234	" "	V " "	There are a number of small pillboxes along the east side of cliff 100 yards.
1235	" "	V " "	Down 200. No change.
1236	" "	V " "	Down 100. No change.
1237	" "	V " "	No change. Right 200.
	" "	V " "	Up 1000. No change.
1238	" "	V " "	No change. Right 500.
1239	" "	V " "	Cease firing.
1243	" "	V " "	From observation, front line troops have stopped expecting 5th Division to swing around. No further firing for 15 minutes.
		V Crazybone	Roger out.
1254	Crazybone	V Harlem 1	Trying to contact SWEENEY - advise him that air observer reports that 20MM battery in areas 202 T and Y. If you can observe take action.
1255	Sweeney	V Crazybone	(Relayed above to Sweeney).
1256	Harlem 1	V Sweeney	Can not observe 20MM fire 202 T and Y.
1258	Sweeney	V Harlem 1	Target 183 A, B, C, H, I, J.
		V Sweeney	Can work over areas 183 W, X, Y and 166 C, D, and E.
1304	Sweeney	V Harlem	Keep working on your areas. You and Crazybone are doing a fine job. We are keeping a listening watch on this circuit. Keep up your good work.

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Radio Log Spotting Circuit (4280 Mgs.) Cont'd.

TIME	TO	FROM	TRANSMISSIONS
1306	Harlem	V Sweeney	Can you give up a bird.
1307	Sweeney	V Harlem	Will try.
1309	Crazybone	V Sweeney	Target at 166 E northwest corner appears to be enemy mortar fire coming from that area. Use full salvo AA common.
1310	" "	V " "	Urgent target that is firing on boats. Am firing at him with 40M.
1311	" "	V " "	No change right 1000.
1312	" "	V " "	No change repeat fire.
1314	" "	V " "	Up 300 no change 5 salvos.
1315	" "	V " "	Check fire - Give me an up 500.
1316	" "	V " "	No change.
1317	" "	V " "	Down 200 3 salvos.
1318	" "	V " "	No change right 400.
1319	" "	V " "	No change 3 salvos.
1320	" "	V " "	Cease fire stand by.
1326	" "	V O 250	Your last fire was very effective. There is a ledge in front of the cave that hinders your fire, but a destroyer on your port quarter is putting them right in there.
1328	O 250	V Crazybone	Target at 183 I, J, and O. If you can see it fire at base and top.
1329	Crazybone	V Sweeney	We will take under fire.
1330	" "	V " "	Target at 166 E use AA Common full gun salvo.
1331	" "	V " "	No change up 400.
1332	" "2	V " "	Up 800 no change.
1333	" "	V " "	No change left 200 2 salvos.
1334	" "	V " "	No change left 200.
1335	" "	V " "	No change left 200 2 salvos.
1336	" "	V " "	Down 200 right 400.
1337	" "	V " "	No change use 2 gunsalvos.
1339	" "	V " "	Up 200 left 400 2 salvos.
1340	" "	V " "	Up 200 left 200 2 salvos.
1341	" "	V " "	Up 500 no change 1 salvos
1342	Sweeney	V Crazybone	No change.
1343	Crazybone	V Sweeney	Down 500 Right 300 2 gun salvos.
1344	" "	V " "	Up 200 right 200. Check fire. Can you give me a full gun salvo firing W.P?
1345	Sweeney	V Harlem	Wilco out.
1346	Crazybone	V Sweeney	There are no changes.
1		V Crazybone	No changes
			O.K. up 200 right 200 2 salvos.
			When finished present mission place fire at 184 W - possible gun position.
			Am going after ammunition can you take 184 W under fire yourself?
			Affirmative.

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Radio Log Spotting Circuit (4280 Mgs) Cont'd.

<u>TIME</u>	<u>TO</u>	<u>FROM</u>	<u>TRANSMISSIONS</u>
1355	" " V	Sweeney	Can you contact O 250 and get front line positions from him and time they were reported.
1356	" " V	" "	You're doing O.K.
1357	" " V	" "	Cease fire.
1358	" " V	" "	Observe if you can areas 184 P,Q,R,S and T possible mortar.
1404	" " V	" "	Watch position of front line troops and when they begin to move lay down a barrage about 500 in front of them and make it about 3 salvos per minute.
1411	" " V	Harlem	Request info as to whether any DOI are firing from your vicinity.
1415	" " V	Sweeney	We have no LCI in our area. We have 4 lobsters that will stand by all night and I have control of them.
1415	" " V	Harlem 1	Ask if any of his lobsters are firing at present.
1417	" " V	Sweeney	Lobster are firing with 40MM and 20MM on caves in cliff also have rockets available for rocket in area beyond cliff. Have made 4 successful rocket runs.
1420	" " V	Sweeney	Request info as to whether or not I should prepare night illumination for troops in my sector.
	" " V	Crazybone	Affirmative.
			(Relayed above message to Harlem and O 250).
1421	Crazybone V	Harlem	Suggest you contact O 250 regarding that.
1422	" " V	Sweeney	Ask him what time will be the latest to relay info to O250 regarding illumination fires. We can not prepare illumination until we have position of troops.
1432	Crazybone V	Trojan	Have you been able to contact Q253?
	" " V	Crazybone	Negative.
1433	Trojan V	Harlem	Sweeney is Q253 he is replacement for original Q253.
1447	Crazybone V	Sweeney	Will you be in position to fire illumination fire in our sector?
1515	Sweeney V	Crazybone	We expect to be relieved before night - our relief should be in position.
1517	Crazybone V	Sweeney	Target at southeast corner 183 E. Use 2 gun W.P. use AA Common.
1520	" " V	" "	No changes - Repeat salvo.
1522	" " V	" "	Up 400 No change.
1524	" " V	Strafford 168	Up 200 - right 400.
1526	" " V	" " "	Send 2 W.P. alone.
1533	" " V	" "	Down 100 right 200.
1537	" " V	" "	No change.
1539	" " V	" "	No change left 100.
1543	" " V	" "	Almost on target. Down 50 right 75.
1544	" " V	" "	No change.
1550	" " V	" "	No change rapid fire 2 salvos.

1552	Strafford 168	V	Spitwad	We have been unable to watch with you- what area are you covering?
1553		V	Crazybone	Ready over.
1554	Crazybone	V	Sweeney	Wait.
		V	Privateer	No change up 300. Rapid fire.
		V	Crazybone	Fire - Salvo.
1555		V	Spitwad	What area are you covering?
1556	Dolly 6	V	Sweeney	Did not receive your message.
1557	"	V	" "	Come back to east side of I Beach and stand by for further fire.
1558	Strafford 168	V	Crazybone	Do you have spot for us?
	Crazybone	V	Stratford 168	Your last berth around area. I am unable to give any results.
	Crazybone	V	Sweeney	What was Strafford 168 last message. Did he say what part was not covered.
1600	Stratfor 168	V	Sweeney	Are you satisfied last target was covered.
		V	Stratford 168	Three (3) salvos hit target. I went down th there and it had been worked over satis- factory. I am working on new target.
		V	Sweeney	Continue your work.
1601	Crazybone	V	Sweeney	Stand by for new target.
1602	Stratford 168	V	Sweeney	Can you observe any activity along road in areas 183 R, T, S. We had report that there were tanks in that area.
1603	Crazybone	V	Sweeney	Check fire.
1604	Sweeney	V	Crazybone	I have been directed to leave this station for another mission.
1605	Crazybone	V	Sweeney	Thank you for your fire. Damn Good.

C·O·N·F·I·D·E·N·T·I·A·L

P·A·R·T·*·*·*·I·V

O·R·D·N·A·N·C·E

C-O-N-F-I-D-E-N-T-I-A-L

S-E-C-R-E-T-I-O-N-A-R-Y

PERFORMANCE OF OWN ORDNANCE MATERIAL AND EQUIPMENT

1. The performance of all ordnance equipment and material was excellent with only two (2) minor material casualties being experienced. These casualties are listed and discussed in a subsequent paragraph. The Mark I, Mod 7 Computer functioned quite creditably when firing 1200 f.s. reduced charges, although high angles of elevation were not encountered and no comments can be made in that respect. At close ranges (3000 to 5000 yards) hits were obtained repeatedly, both in direct and indirect fire.

2. (a) The total ammunition expended for the operation by type was as follows:

(1) 5"/38
A/A Common proj. (Mk 29 Mod 2 P.D. 2Moss. Fuse).....5738
" " " (Mk 18 M.T.F.)..... 49
White Phosphorous.....79
Starshells.....21
Smokeless Powder (2600 f.s.).....267
Flashless Powder (2600 f.s.)..... 21
Smokeless Powder (1200 f.s.).....599

(2) 40MM
H.E.T..... 4088 rounds
H.E.I.T..... 800 rounds

- (b) Since this vessel did not fire utilizing a "Radar Beacon" established on the beach by SFCP, the PD radar was not employed. The SG was extensively used to determine and fix the ship's position in conjunction with visual bearings. With the firing vessel being maintained as nearly stationary as possible, no great problem was involved, although it was found necessary to continually plot the ship in due to the current's set and drift plus the maneuvering necessary to maintain the ship on station. One of the most important factors in accurately fixing a ship's position in those instances where visual cuts are obtainable is proper communication between the bridge stations and Combat.

3. The normal gunnery communication circuits available consist of the 4LJS, 1JW, and the JA - speaking strictly of those circuits normally manned between Plot, Combat, and Control. For the fire support of the Underwater Demolition Teams and the shore bombardment on Dog Day a slight variation was made in circuits manned and personnel manning them. It is thought that the following telephone communication set-up merits attention in that it has proved it will work. Other variations are known to exist, and each has its advantages and disadvantages which must be carefully weighed by the individual ship before selecting one as its working model. The telephone communication system employed consisted of the following:

PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT (continued)

- (a) Two (2) talkers (the CQM and QMlc) manning JU phones, one at each polorus.
- (b) The surface plotter and recorder in Combat manning JU phones.
- (c) The Gunnery Liason Officer in Combat on the 41JS circuit with Computer Operator in Plot, Rangefinder, FL Radar Range Operator and Gunnery Officer in Control.
- (d) The other gunnery circuits remained unchanged, with target bearing in "indirect fire" being passed over the 1JW circuit by the Plotting Room Officer to the Director Trainer.

4. The Navigator remained on the bridge utilizing the CQM and QMlc for bearings as desired. In this respect one point was established beforehand, that being to which party had priority over the Quartermaster Talker's services. Top priority was given to Combat by the Commanding Officer. With any vessel employing a similar system this factor must be decided upon and clearly understood by all parties involved. The talkers, who had previously been briefed and given a sketch of the island with landmarks desired and labeled points ABLE, BAKER, CHARLIE, etc., right and left targets of "X", etc., being previously designated, took and transmitted bearings to the Surface Recorder and Plotter who "cut in" the ship continually. The gunnery grid charts were used, and by reference to them the Gunnery Liason Officer and Surface Plotter "picked off" designated targets, and provided the necessary gunnery information over the 41JS circuits to Plot and Control. Results were highly satisfactory.

5. The control of fire was naturally still vested in Control with the Gunnery Officer maintaining absolute control over his battery. Established SFC procedures were followed; and in those instances in which a VOF Spotter was firing the ship, the ship reported "ready" by voice radio to the VOF spotter and fired on the Spotters signal. The fire discipline was very good.

6. The gunnery was effective, producing several direct hits, and adequately neutralizing assigned areas. Call fires were delivered as called for by UDT and SFCP spotters. More detailed results are given in the Radio Log for Call Fire and Report of Enemy Damage in Part V.

7. The only material casualties sustained were one broken set of 40mm extractors which were changed while the other guns continued firing, and the breech block on Gun No. Three 5"/38 failing to fully close a few times due to insufficient spring tension on the breech block operating spring.

8. In connection with training it is considered advisable to drill gun crews constantly in opening the plug by hand to eject an empty case when firing reduced charges, as only one (1) round out of five hundred ninety nine (599) ejected itself. Sufficient recoil is not obtained with the 1200 f.s. charge. In all instances, however, it is gratifying to report that the salvo latch was tripped and no decisions had to be made as to whether or not the guns had fired.

9. When a ship has information that it will fire a shore bombardment using different types of powder and projectiles it is necessary that the stowage problem be given deep consideration, and ammunition spotted beforehand in order to be able to supply any type called for by the SFCP. Plotting Room crews must also be trained and drilled thoroughly in the different set-ups required on the computer. In this respect it is thought advisable to compute your own ballistics from OP 1285 (Range Table for 5"/38 caliber gun -1200 f.s. I.V.) rather than use those given in DTB 3-44.

C-O-N-F-I-D-E-N-T-I-A-L

SHORE BOMBARDMENT PROCEDURE (Cont'd)

It should be mentioned here that navigational information as supplied to FLOT proved somewhat inaccurate during the UDT operation off the Eastern (preferred) Beaches. Ranges were short in two instances and the fall of shot was observed in the water. On the other hand, off the Western (alternate) Beaches set-ups were good. This matter has been studied and it is believed that these inaccuracies off the Eastern Beaches were due to the fact that clear tangents or points were not available as visual bearings and minimum radar ranges were taken on beaches that were not easily recognizable on the screen of the SG Radar.

Off the Western Beaches radar ranges and bearings on small islands gave an accurate position. From the experience gained on the Eastern Beaches on Dog minus two day, no difficulty was experienced on Dog Day in keeping the position of the ship plotted in accurately at all times.

C O N F I D E N T I A L

P A R T*****V

****D A M A G E****

SECTION "A"

No battle damage was sustained by this vessel.

SECTION "B"

BATTLE DAMAGE TO ENEMY

1. The assignment of damage inflicted on the enemy during the Underwater Demolition Team Operations on Dog-minus-two(2) Day and the Fire Support for Landing Operation on Dog Day is very difficult and indefinite. Both of these actions were moving very fast with frequent shifts in targets by the controlling spotter (SFCP or UDT Spotter) using radical spots and not designating the target taken under fire. No attempt was made to clarify this situation as the spotting circuits were already overloaded and any attempt to obtain definite target information and damage assessment did not seem justifiable under the circumstances. The primary mission of this ship was to deliver the fire called for as quickly and accurately as possible. Data was taken when possible.
2. For the Underwater Demolition Team Operation the Gunnery Department and Combat Information Center made an intensive study of target area assigned to this ship. For the eastern or preferred landing beaches, BLUE ONE, was our sector. For the Western or alternate landing beaches, PURPLE ONE, and right flank, was assigned to us. From the Intelligence Material available all possible targets in the areas assigned were listed. With this target data and ammunition allowance in conjunction with the time schedule of the UDT operation, a fire schedule was made up to give the desired cover for the Underwater Demolition Team and to inflict as much damage as possible to the enemy. Provisions were made in the fire schedule to answer call fires and ammunition was set aside for firing call fire. If the fire schedule was interrupted by call fire, it was resumed when the UDT spotter had no suitable targets or targets causing interference with their operations.
3. The Fire Support for Landing Operations on Dog Day was all call fire. Most of the targets taken under fire were designated areas with shifts by radical spots. In a few instances the SFCP indicated a definite target and the results of the firing.
4. The following forms are the best analysis of the Underwater Demolition Operations and Fire Support for Landing Operations that can be given from the data available. The forms indicate when the ammunition was directed and no assessment of damage is made unless were observed by the spotters on board ship. Included is the night harassment fire (starshells) for information.

NIGHT HARRASSMENT FIRE - DOG MINUS THREE/DOG MINUS TWO NIGHT

TIME	DESCRIPTION OF TARGET (SPECIFY DESTRUCTION OR NEUTRALIZATION)	RANGE (SPECIFY DIRECT OR INDIRECT)	CALIBER	NO. HITS NO. RDS FIRED	PROJ. FUZE
0202	MOTOYAMA AIRFIELD #2 - Harrassing	Indirect	5"/38	1	Starshell(Mk 18 MTF)
0203	MOTOYAMA AIRFIELD #2 - " " "	" " "	" "	1	" " "
0209	MOTOYAMA AIRFIELD #1 - " " "	" " "	" "	1	" " "
0226	WHITE BEACH #1 " " "	" " "	" "	1	" " "
0228	WHITE BEACH #2 " " "	" " "	" "	1(Dud)	" " "
0230	WHITE BEACH #2 " " "	" " "	" "	1	" " "
0248	BROWN BEACH #1 " " "	" " "	" "	1	" " "
0252	MOTOYAMA AIRFIELD #2 " " "	" " "	" "	1	" " "
0310	MOTOYAMA AIRFIELD #1 " " "	" " "	" "	1	" " "
0331	BROWN BEACH #2 " " "	" " "	" "	1(Dud)	" " "
0353	PURPLE BEACH #1 " " "	" " "	" "	1	" " "
0410	PURPLE BEACH #1 " " "	" " "	" "	1	" " "
0447	MOTOYAMA AIRFIELD #2 " " "	" " "	" "	1	" " "
0454	ORANGE BEACH #1 " " "	" " "	" "	1	" " "
0410	MOTOYAMA AIRFIELD #1 " " "	" " "	" "	1	" " "
0455	ORANGE BEACH #2 " " "	" " "	" "	1	" " "
0427	MOTOYAMA AIRFIELD #2 " " "	" " "	" "	1	" " "
0511	MOTOYAMA AIRFIELD #2 " " "	" " "	" "	1	" " "
0513	CENTER OF ORANGE BEACHES #1 & #2 Harrassing	" " "	" "	1	" " "
0514	CENTER OF BROWN BEACHES #1 & #2 Harrassing	" " "	" "	1	" " "
0515	CENT. OF BROWN #2 and PURPLE #2 BEACHES - Harrassing	" " "	" "	1	" " "

NOTE: No data recorded in regard to ranges at which individual stars were fired- average advance range was in 7500-8000 yd range band.

Illumination was good with excellent performance of starshells. At no time was enemy activity observed.

UNDER WATER DEMOLITION TEAM OPERATION - (MORNING) DOG MINUS TWO DAY
ON EASTERN (PREFERRED) BEACHES

TIME FROM	TO	DESCRIPTION OF TARGET (SPECIFY DESTRUCTION OR NEUTRALIZATION)	RANGE (SPECIFY DIRECT OR INDIRECT)	CALIBER	NO. HITS NO. ROUNDS FIRED
1052	11100	Boats in 166-H - Destruction	Direct	5"/38	12 rds fired. Small caliber Auto. weapon and sniper fire temp. silenced
1100	1110	Areas 165-Y to 165-T Neutralization	Indirect	5"/38	12 rds fired. No hits rptd or obsvd.
1110	1115	Area 165-Y - Neutralization	Direct	5"/38	6 rds fired. Auto and sniper fire again temporarily silenced
1115	1125	Areas 165-k, 165-P - Neutralization	Direct	5"/38	8 rds fired. No results rptd or obsvd. Gunboats receiving little to no counter fire from BLUE #1 at this time
1125	1135	Green Boats in 166I, 166H Destruction	Direct	5"/38	12 rds fired. Some sniper and Auto. fire silenced at least temporarily.
* 1135	1139	Areas 165X, 165Y, 165T Neutralization	Direct 3200-3400 yds	40mm	220 rds fired. approx. No hits rptd or observed.
1135	1139	Pillbox 165Y (2994 Assigned Target #)	Indirect	5"/38	4 rds fired) no results observed
		Pillbox 165T (299 Assigned Target #) Destruction	Indirect	5"/38	4 rds fired) or reported
* 1139	1145	Area 166E with W.P. Neutralization	Indirect - 2800 yds	5"/38	10 rds fired. Blanketed with smoke that section of area beyond beach cliff.
1145	1200	Area 166E - Neutralization	Direct	5"/38	15 rds fired. Covered with smoke beach cliffs- temp. silenced light Auto. and sniper fire.
* 1156	1235	BLUE #1 BEACH - Neutralization	Direct - 2600-2800 yds	40mm	No results observed or reported No data rounds fired.
1200	1228	Pillbox 166K (Target #320) Pillbox 165S (Target #289) Destruction	Indirect Indirect	5"/38 5"/38	4 rds fired) No results observed or 4 rds fired) reported
		Counter-Battery fire - light Auto sniper fire and possibly mortar fire in beach areas along BLUE 1 and BLUE 2 Beaches - Neutralization	Direct	5"/38	23 rds fired. Some auto sniper fire permanently silenced - temporary neutralization by observation

(Continued on next page)

C*O*N*F*I*D*E*N*T*I*A*L

UNDERWATER DEMOLITION TEAM OPERATION (MORNING) (continued)

TIME FROM	TO	DESCRIPTION OF TARGET DESTRUCTION OR NEUTRALIZATION	RANGE (SPECIFY DIRECT OR INDIRECT)	CALIBER	NO. RDS NO. ROUNDS FIRED
* 1228	1245	W.P. Interspersed with L.C. in Areas 183 and 184 - Neutralization	Indirect - with occasional direct spots - 2200-3000 yards	5"/38	30 rds fired - no results observed or reported. It is possible that smoke was effective in silencing a major caliber gun apparently located in one of these two areas

NOTES: (1) *(asterisks) indicate call fires . .

(2) Where no ranges are given, accurate recorded data is not available.

A total of 2750 rounds of 40mm HET and 500 rounds 40mm HEIT ammo was expended in neutralizing fire on BLUE #1 BEACH, Boat Basin, and in counter-battery fire.

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UNBROKEN REMOVAL TEAM OPERATION (AFTERNOON) LOG MINUS TWO DAY ON WESTERN (ALTERNATE) BEACH

TIME FROM	TO	DESCRIPTION OF TARGET (SPECIFY DESTRUCTION OR NEUTRALIZATION)	RANGE (SPECIFY DIRECT OR INDIRECT)	CALIBER	NO. HITS NO. ROUNDS FIRED
1515	1529	Beach area of 163 - Neutralization	Indirect	5"/38	10 rds fired. No results observed or reported.
*1529	1540	Areas 164L, 164M, 164N-Neutralization	Indirect - Average range 2700 yards	5"/38	12 rds fired. No results observed or reported.
1540	1555	Beach Area 147 - Neutralization	Indirect	5"/38	4 rds fired. No results observed or reported.
1555	1605	Pinpointed targets - Destruction (1) covered artiller emplacement in 163W (target serial No. 225) (2) Open artillery emplacement in 163W (target serial No. 226) (3) Pill box in 163W (target ser.#224) (4) Pill box in 163R South (5) Pill box in 163R Center	Indirect Indirect Indirect Indirect Indirect	5"/38 5"/38 5"/38 5"/38 5"/38	2 rds fired. No results observed or reported. " " " " " " " " " " " "
*1615	1619	Area between 198F and 147H - Neutralization with W.P.	Indirect 2800-3000 yards	5"/38	29 rds fired. Beach area of PURPLE ONE down to 147H was blanketed with 5 salvos of W.P. and during the remainder of this period whenever smoke had cleared away a W.P. salvo was placed in this area in order to maintain neutralization
*1619	1621	Pill box in 163I - Destruction	Indirect - 2900 yards	5"/38	4 rds fired. No results observed or reported
*1627	1635	Artillery emplacement in 163S Destruction	Indirect - 2500 yards	5"/38	6 rds fired. No results observed or reported. Spotter reports sh doing alright.
*1635	1640	Area 3/4 of way up Mt. Suribachi Neutralization with W.P.	Indirect followed by direct spots - 1600 yards	5"/38	6 rds fired. No results other than bursts of W.P. in designated areas.
1640	1642	Target (not designated) in 163H Destruction	Indirect	5"/38	4 rds fired. No results observed or reported.

(continued on next page)

C*O*N*F*I*D*E*N*T*I*A*L

UNDERWATER DEMOLITION TEAM OPERATION (AFTERNOON) (Continued)

TIME FROM	TO	DESCRIPTION OF TARGET (SPECIFY DESTRUCTION OR NEUTRALIZATION)	RANGE (SPECIFY DIRECT OR INDIRECT)	CALIBER	NO. HITS NO. ROUNDS FIRED
*1642	1648	Target (not designated) in 163H Destruction	Indirect - 2275 yards	5"/38	4 rds fired. Spotter observed HIT with first salvo and destruction of target after second salvos.
1648	1652	Machine gun in 163R Northeast - Des- truction	Indirect	5"/38	4 rds fired. No results observed or reported.
*1652	1655	Target (not designated) in 147-0 Destruction.	Indirect - 1880 yards	5"/38	6 rds fired. Spotter believed tar- get destroyed on second salvo aft initial down 100 yd spot.
*1657	1702	Target (not designated) in 163-0 Destruction	Indirect - 2150 yards	5"/38	6 rds fired. No results observed or reported.
1702	1705	Artillery emplacement in 163-S Target aerial (#203) - Destruction	Indirect	5"/38	4 rds fired. No results observed or reported.
*1705	1706	Target (not designated) in 181-V Destruction	Indirect - 2600 yds	5"/38	4 rds fired. No results observed or reported.
*1707	1703	Target (not designated) in 163-N Destruction	Indirect - 2080 yds	5"/38	4 rds fired. No results observed or reported
*1708	1714	Target (not designated 50 yds left of grounded plane (163W) Destruction	Direct - 1800 yds	5"/38	8 rds fired. Third salvo observed to HIT Pillbox (target taken by this ship
*1714	1718	Pill box 50 yds left of old target Destruction	Direct (offset spot) 1600 yards	5"/38	4 rds fired. After an initial LO. 50 yds spot, spotter shifted to a target in area 163 R.
*1718	1720	Pill box in 163 R - Destruction	Indirect - 1500 yds	5"/38	2 rds fired. No results observed or reported
*1719	1724	Area PURPLE ONE BEACH- Destruction	Direct - 1600 yds	40mm	No results observed or reported. No accurate data on ammo expended in this area.
1720	1728	Pin pointed targets: Destruction	Indirect	5"/38	2 rounds fired) No results 2 rounds fired) 2 rounds fired) observed 4 rounds fired) 2 rounds fired) or reported
		(1) Pill box 163S (Target ser. #210)	Indirect	5"/38	
		(2) Pill box 163S North-Northwest	Indirect	5"/38	
		(3) Auto A/A 163S (Target ser. #211)	Indirect	5"/38	
		(4) Auto A/A 163S (Target ser. #212)	Indirect	5"/38	
		(5) Pill box 163S (Target ser. #207)	Indirect	5"/38	

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2*0*N*F*I*1*F*N*T*I*1*1

UNIMETER RESOLUTION TEAM OPERATION (AFTERNOON) (continued)

TO	DESCRIPTION OF TARGET (SPECIFY DESTRUCTION OR NEUTRALIZATION)	RANGE (SPECIFY DIRECT OR INDIRECT)	CALIBER	NO. HITS NO. ROUNDS FIRED
1728 1730	Three pillboxes in area 100 yds left of grounded plane (in 163) Destruction	Indirect - 2200 yards	5"/38	8 rds fired. No results observed or reported.
*1730 1732	Pill box in 163R - Destruction	Indirect - 2030 yards	5"/38	2 rds fired. No results observed or reported. Received nothing on this target from spotter.
*1732 1738	Target (no designated) 50 yds left and 50 yds down from grounded plane - Destruction	Indirect - 2400 yards	5"/38	4 rds fired. No results observed or reported. One spot made - DOWN 50 yards.
1738 1749	Pin pointed targets: Destruction (1) Anti-tank gun in 163N (Target serial #194) (2) Auto 1/4 in 163-0 (Target ser. #196) (3) Pill box in 163N (Target ser. #195A) (4) Pill box in 163N (Target ser. #195B) (5) Pill box in 163N (Target ser. #192) (6) Pill box in 163N (Target ser. #191) (7) Open Artillery emplacement in 147C (Target ser. #62) (8) Open Artillery emplacement in 147C (Target ser. #63) (9) Covered Artillery emplacement in 147H (Target ser. #71)	Indirect Indirect Indirect Indirect Indirect Indirect Indirect Indirect Indirect	5"/38 5"/38 5"/38 5"/38 5"/38 5"/38 5"/38 5"/38 5"/38	2 rds fired 2 rds fired 2 rds fired 2 rds fired 2 rds fired 2 rds fired 2 rds fired 2 rds fired 2 rds fired NO RESULTS OBSERVED OR REPORTED
1749 1753	Beach area 163 and 147 - Neutralization	Indirect	5"/38	8 rds fired. No results observed or reported.

- NOTES: (1) * (asteriks) indicate call fires.
(2) Where no ranges are given, accurate recorded data is not available.

A Total of 1350 rounds HET 40mm and 300 rounds HEIT 40mm was expended in neutralizing fire on PURPLE ONE BEACH and Flank.

C*O*N*F*I*D*E*N*T*I*A*L

FIRE SUPPORT FOR LANDING OPERATIONS - DOG DAY

TIME FROM	TO	DESCRIPTION OF TARGET (SPECIFY DESTRUCTION OR NEUTRALIZATION)	RANGE (SPECIFY DIRECT OR INDIRECT)	CALIBER	NO. HITS NO. RDS FIRED
1144	1153	Target (not designated) N.W. corner of 166-D - Destruction	Indirect - 2750 yards SPOTS: No change-R 500 No change-5 gun salvo No change-L 500 No change-Up 500	5"/38	No hits reported 35 rds fired.
1157	1159	Target (not designated) 183-R Destruction	Indirect 2600 yds SPOTS: No change-R 500 No change-L 500 No change-Up 500	5"/38	No hits reported 35 rds fired
1205	1213	Target (not designated)	Indirect - 2500 yards SPOTS: Up 500-no change No change-R 500 Up 200-L 200 Down 300-No change No change-L 100 No change-R 100	5"/38	Hits reported 130 rds fired.
1215	1221	Target (not designated)	Indirect (continuation of above set-up) SPOTS: No change-L 200 Up 200-No change No change-No change No change-L 200	5"/38	No hits reported 62 rds fired
1223	1229	Target (not designated) 183 R) Enemy tanks) Destruction	Indirect (continuation of above set-up). SPOTS: Down 100-R 300 No change - R 500 Up 800 - No change No change - R 400 No change-No change	5"/38	Hits reported 65 rds fired
1234	1239	Number of small pill boxes along East cliffs - Destruction	Indirect - 2500 yards. SPOTS: Down 200-No change Down 100-No change No change-R 200 Up 1000-No change No change-L 100	5"/38	No hits reported 35 rds fired

(Continued next page)

C*O*N*F*I*D*E*N*T*I*A*L

FIRE SUPPORT FOR LAND LANDING OPERATIONS - DOG DAY (continued)

TIME FROM	TO	DESCRIPTION OF TARGET (SPECIFY: DESTRUCTION OR NEUTRALIZATION)	RANGE (SPECIFY DIRECT OR INDIRECT)	CALIBER	NO. HITS NO. ROUNDS FIRED
1309	1319	Target (appeared to be enemy mortar fire) 166E - N.W. corner. (Believe Spotter shifted objective to urgent target firing on boats with first spots) Believe Neutralization	Indirect - 2700 yards SPOTS: No change-R 1000 Up 300 - No change Up 500-No change No change-No change Down 200-No change No change-R 400 No change-No change	5"/38	No hits reported 85 rounds fired.
1329	1344	Target (not designated - possibly same as above) At 166- E.	Indirect - 2650 yards SPOTS: No change-Up 400 Up 800-No change No change-L 200 No change-L 200 No change - L 100 Down 200- R 400 No change-No change Up 200-L 400 Up 500-No change No change-No change Down 500-R 500 Up 200-R200 No change-No change No change-No change	5"/38	No hits reported 76 rounds fired
1355	1357	Possible Gun Posit 184W Destruction	Indirect - 2900 yards no spots	5"/38	No hits reported-110 rounds fired
1517	1550	Target (not designated) S.E. corner 183 E - Destruction	Indirect - 2950 yards SPOTS: No change-No change Up 400-No change Up 200-R 400 No observation No observation Down 100-R 200 No change-No change No change-Left 100 Down 50- R 75 No change-No change No change-No change	5"/38	HITS reported 67 rounds fired

1700
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PART VI

SPECIAL COMMENTS AND INFORMATION

SECTION A

No comment

SECTION B

No comment

SECTION C

I. COMBAT INFORMATION CENTER.

SHORE BOMBARDMENT PROCEDURE

The Combat Information Center organization aboard this ship is set up in accordance with current directive of ComDesPac. However, preparatory to shore bombardment operations it was found that some changes were necessary in order to keep the required radio guards and to expedite navigational and fire control information to the bridge, plot and control.

During the bombardment operations C.I.C. performed the following functions: (1) guarded the following radio circuits: Spotting (SCR 610 set for UDT - TBL for D-Day), TES (72.1 mcs), MN (30.14 mcs), VHF (140.58, 142.02 mcs) and RBH (3465 kcs), (4) Kept a continuous plot of the ships position on Grid Chart, (3) Maintained an alert search with SC Radar and an air plot. (2) Handled all voice traffic and was in direct control of spotting circuit. (5) Passed to PLOT and CONTROL complete range-bearing-elevation setup for scheduled and call fires and spots as they were received over the spotting circuit, and (6) logged as much information as possible for ready reference and required reports.

With reference to (1) and (2) above all circuits were guarded with headsets except the spotting circuit and MN received by the speaker amplifier. The TES, MN, and Spotting Circuit were merged. The SCR 610 set served very well as a spotting circuit during the UDT operations. The antenna for this set was installed on the flying bridge. The radio officer (air plot officer) controlled all circuits in C.I.C.

The DRT was not used. The ship was lying to for the operation, and as the ship would drift off station, C.I.C. would send the information to the bridge and the engines were used as necessary to correct for this drift and to maintain proper heading. The following setup was used to facilitate navigation and to expedite communication with PLOT and CONTROL. The torpedo officer (assistant evaluator) exchanged places with the assistant surface plotter forward of the DRT and were the 41J3 phones. This location proved a very valuable aid, and target set-ups were taken from the grid chart very readily. The regular surface plotter was C.I.C. Navigator and were the JU phones. He was in direct communication with the radar gunnery liaison officer in the radar room who supplied radar ranges and bearings and two quartermasters on the bridge, one at each polestar. Navigational points to be used were marked "A", "B", "C" etc., beforehand and each quartermaster had a rough area chart to aid him in recognising these points. Radar Operators knew and used these same designations. All these key stations had been well briefed.

II. RADAR COUNTERMEASURES EMPLOYED BY ENEMY.

(Copy of report submitted follows).

GRUPAC-DEEPAC RCM REPORT FORM 2

REPORT OF RADAR DECEPTION

NAME OF SHIP: U.S.S. PAUL HAMILTON (DD590) Lat: 24°40'00N Long: 141°55'00 W.
DATE AND TIME: 1947K 23 February 1945. WIND SPEED AND DIRECTION: 000(T) 10 Kts.
WEATHER CHARACTERISTICS: Clear.
DECEPTION NOTICED ON: SC-3 and FD Radars.
EXACT FREQUENCIES OF THESE RADARS: 216MC - 718MC
COMPARE EFFECTIVENESS ON DIFFERENT RADARS: Very effective. Neither SC-3 or FD operators believe they could have detected or tracked planes had they come through area affected. Both operators are very capable and have had previous experience with windows.
ORIGIN OF DECEPTION (PLANE, SHILL, ROCKETS): Plane.
RANGE OF PIP(S): Four (4) to thirty-five (35) miles. Bearing: 000(T) to 70(T).
WAS THE CAUSE OF DECEPTION IDENTIFIED OR CAPTURED: No.
DESCRIBE: - - - -
WHAT VISUAL SIGHTING: - - - -
TIME THE DECEPTION PERSISTED: forty-one (41) minutes.
WAS THERE ONE PIP OR MANY: Many.
ELIMINARY: No. MOVED WITH WIND: Yes.
COMING HEIGHT: - - - - FALLING ON WHAT SPEED: - - - -
REMOVED AT WHAT HEIGHT: Estimated five-thousand (5000) feet.
LEFT SCREEN AT WHAT HEIGHT: - - - -
ITS DISAPPEARANCE DUE TO: Gradual dissemination.
WAS THE PIP STEADY: No. DID IT BEAT: Yes.
REGULARLY: No IRREGULARLY: Yes. MORE OR LESS THAN NORMAL PLANE PIPS: More than normal plane pips.
DEPTH IN RANGE OF PIP: Five (5) miles - in groups. WIDTH IN DEGREES: 25-30°
OTHER CHARACTERISTICS: Window dropped in three (3) groups to North and Three (3) groups to Northeast and spread over large areas.
COULD YOU WORK THROUGH IT: No. COMMENT: Large quantities dropped effecting complete saturation on both "A" and FPI scope.
WAS A PLANE OR SHIP ECHO HIDDEN BY IT: Yes. HOW LONG: Up to thirty (30) minutes at saturation point.
HOW EFFECTIVELY: Very good.
RANGE WHEN TARGET OBSCURED: - - - - WHEN TARGET COULD BE SEEN: - - - -
WHAT WAS PROBABLE REASON FOR ITS USE: Reason for use is uncertain. None of the enemy planes made attacks on this unit. The deception may have been used ~~to obscure our position~~ elsewhere. Window was dropped about the same distance from IWO JIMA as we originally detected raid.
DID PLANES OR SHIPS TAKE ADVANTAGE OF IT AS SCREEN FOR APPROACHING OR ESCAPING: No.
HOW WELL COULD THEY BE TRACKED: Were continually tracked as they did not re-enter area.
COULD RANGE BE DETERMINED: Yes. BEARING: Yes. HOW ACCURATELY: 5°
WERE OPERATORS CONFUSED: Window was immediately recognized, but possibility of larger raid in window keeps operators uneasy.
HAD OPERATORS BEEN DEMONSTRATION: Yes. OR TRAINING FILMS: Yes.
WAS THERE ANY TALK BY OPERATORS TO ASCERTAIN THAT THIS WAS NOT ORDINARY INTERFERENCE OR COLD LOGS: - - - -
WAS THE NATURE OF INTERFERENCE REMAIN SAME: Yes. RELATIVE: No.
WAS PIP CHANGED BY OTHER RADAR: Yes. RESULTS: Did not effect SC-1 Radar.

/s/ D. CARLETON,
Commander, USN,
Commanding.

C O N F I D E N T I A L

PART VII

PERSONNEL PERFORMANCE AND CASUALTIES

C*O*N*F*I*D*E*N*T*I*A*L

PERSONNEL PERFORMANCE AND CASUALTIES

1. The U.S.S. PAUL HAMILTON received no material damage or personnel casualties during the operation. The performance of personnel was excellent and moral very good. The change in climate to colder weather caused a mild outbreak of colds among the officers and crew. It was only necessary to place one officer on the sick list.

C O N F I D E N T I A L

PART VIII

LESSONS LEARNED, CONCLUSIONS, AND RECOMMENDATIONS

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LESSONS LEARNED, CONCLUSIONS AND RECOMMENDATIONS

UNDERWATER DEMOLITION TEAM OPERATION

1. In comparing the morning and afternoon UDT Operations on Dog Minus Two Day it appears that the afternoon operation on the Western beaches was the best performed operation. Why, is a very difficult question to answer. The outstanding differences between the two operations was the effective employment of smoke in the afternoon and the absence of the LCI(G)'s in the afternoon.

2. The absence of the LCI(G)'s in the afternoon was to the advantage of the destroyer fire support line as the fire control parties were not concerned about whether our own forces were in the line of fire and they could cover the beaches more thoroughly, right down to the water's edge. To make a statement that LCI(G)'s should not be used would be erroneous because so many varying conditions enter into the operation. To enumerate some of them (1) Active defenses; (2) Type coastline; (3) Depth of water; (4) Terrain; (5) Fire and direction of wind, etc. If the coastline is more or less in a straight line and the depth of water is such that a destroyer can close the beach to 2000 or even 1000 yards in order to give good, heavy, and deep supporting machine-gun fire, it would it would sum to indicate the elimination of LCI(G)'s from the operation would be justified. On a coastline where destroyers cannot close to use their machine-guns to the fullest extent due to range, the presence of LCI(G)'s is mandatory.

3. The use of smoke in the afternoon on the Western beaches was very effective. It must be maintained that the on-shore wind, almost normal to beach made conditions ideal. However, the smoke, once initiated, in the morning was effective under almost unfavorable wind conditions. It is believed smoke should be used to screen the intent of the operation in order to give cover to the LCI(G)'s and LCVP's during their approach. The white phosphorous projectiles fired with the covering fire would indicate if shots were falling in the water too close to the swimmers. The smoke could be ceased once the swimmers are in the water.

FIRE SUPPORT - DOG DAY

1. The USS PAUL HAMILTON has not had the opportunity to qualify as a fire support ship as required by Commander Destroyers, U.S. Pacific Fleet. This was realized and during the past four months intensive training on this type of fire has been conducted in order to coordinate the functions of C.I.C., Plot, Bridge and Gun Control. It was soon realized that communications between the various key stations was the controlling factor between success and failure of the drill. Once the communication difficulties were overcome, the drills went off smoothly.

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DOG DAY - DOG DAY (continued)

2. The C.I.C. is organized in accordance with current Commander Destroyers, U.S. Pacific Fleet directives. For shore bombardment the following variations are made in communication set up and assignment of duties for the Assistant Evaluator (Torpedo Officer) and the Surface Plotter. The Surface Plotter becomes the C.I.C. Navigator and wears the JU Phone. The C.I.C. Navigator is in communication with the Radar Officer and Sugar George Radar Operator in the radar room and the Quartermaster on each bridge wing pelorus. The Radar Officer and Operator submits the best ranges and bearings obtainable on objects desired when requested by the C.I.C. Navigator. Visual bearings are obtained from the bridge over the same line. Thus the C.I.C. Navigator has radar information, visual information, or both, to obtain the ship's exact position. In addition, the Navigator in the Pilot House maintains a continuous plot of the ship's position using voice tube and call bell signals for communications with the Quartermasters stationed at the pelorus stands. Frequent checks between the Navigator and C.I.C. Navigator are made through the Quartermaster on the JU phone to determine the accuracies of the two plots. Through experience to date they have been very close if not identical, as to the ship's position. Where calls for bearings are received by the Quartermasters from both C.I.C. and the Navigator at the same time, C.I.C. has been given the priority, but usually the Quartermaster talking over the phone can be heard over the voice tube and thus does not create any interference.

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3. The Assistant Evaluator (Torpedo Officer) takes the station of the Assistant Plotter and wears the 4LJS phone. When designated targets are received over the spotting circuit he picks of the range, bearing and elevation, and transmits the information to the Plotting Room for setting up the fire control problem. The Assistant Plotter is given a communication circuit to guard and log.

4. During the period the USS PAUL HAMILTON was on the fire support line on Dog Day the above organization was used and proved to be very successful. Shifts in targets could be made very rapidly and accurately at any time. The method is recommended for consideration as it provides a clear circuit for plotting purposes.

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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

5 April 1945

CONFIDENTIAL

Subject: War Diary - March 1945

17-19 March 1945

Time was spent in Southern Anchorage, Ulithi Atoll, completing overhaul and repairs to the ship, topping off on provisions, and training for forthcoming operations.

U.S.S. PAUL HAMILTON (DD590)
20 March 1945

Final preparations for the sortie with Task Force 54 were effected today. The ship topped off on fuel in the morning.

0800 Anchored at Ulithi 1200 Anchored at Ulithi 2000 Anchored at Ulithi

U.S.S. PAUL HAMILTON (DD590)
21 March 1945

Underway at 0630 to sortie with Task Force 54 (USS TENNESSEE, Rear Admiral DEYO, USN, Flag). Ships of the screen, T.U. 54.2.4 (USS BARTON (DD722), Captain W.L. FRESEMAN, USN) proceeded out of Ulithi Atoll commencing at 0730 to take assigned patrol stations covering the sortie of the heavy ships in accordance with C.T.U. 54.2.4 Sortie Instructions. Heavy ships commenced the sortie at 0830 in accordance with C.T.F. 54 Operation Plan No. 1-45, Annex "A". Ships of Task Force 54 included: U.S.S. TENNESSEE (BB43), USS ESTES (AGC12), USS MARYLAND (BB46), USS COLORADO (BB45), USS WEST VIRGINIA (BB48), USS NEW MEXICO (BB40), USS TEXAS (BB35), USS NEVADA (BB36), USS IDAHO (BB44), USS ARKANSAS (BB33), USS BIRMINGHAM (CL62), USS BILOXI (CL80), USS WICHITA (CA45), USS PORTLAND (CA33), USS TUSCALOOSA (CA37), USS SAN FRANCISCO (CA38), USS MINNEAPOLIS (CA36), USS PENSACOLA (CA24), USS SALT LAKE CITY (CA25), USS CALLAGHAN (DD792), USS BENNICION (DD662), USS NEWCOMB (DD586), USS RICHARD P. LEARY (DD664), USS WITTER (DD636), USS PAUL HAMILTON (DD590), USS FORLAN (DD633), USS HALLIGAN (DD584), USS HALL (DD583), USS WILLIAMS (DD638), USS DORSEY (DD651), USS TWIGGS (DD591), USS SAMUEL S. TILES (DD183), USS PRITCHETT (DD561), USS WESSON (DD184), USS LAWS (DD558), USS LONGSHAW (DD559), USS MORRISON (DD560), USS M.L. ABLE (DD733), USS O'BRIEN (DD725), USS BRYANT (DD665), USS BARTON (DD722), USS PRESTON (DD795), USS PORTERFIELD (DD682), USS H.L. EDWARDS (DD663), USS ZELLARS (DD777), USS IRWIN (DD794), USS LAFFEY (DD724), USS WILLIAMSON (DD244), USS THORNTON (AVD11), and USS GILLIS (AVD12). Ships of T.U. 52.12 in company included USS GILMER (APD11), USS WATERS (APD8), USS BULL (APD78), USS BATES (APD47), USS BARR (APD39), and USS KNUDSON (APD101). CVE Task Group 52.1 sortied in advance of Task Force 54, and set course and speed so as to remain at all times within TBS range of Task Force 54.

Upon completion of sortie, the battleships with assigned escorts entered columnar formation in preparation for A/A firing practices. The cruisers with assigned escorts, including this ship, also took stations in two columns, the screen escorts forming a straight line screen 6000 yards ahead of the cruiser column.

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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

5 April 1945

CONFIDENTIAL

Subject: War Diary - March 1945

21 March 1945 (continued)

Drone and sleeve firing practices were conducted throughout the morning and afternoon until 1600 when Task Force 54 formed Cruising Disposition 4-Roger Mike, set course 325°(T) speed 15 knots.

Weather was marked by frequent rain squalls and fresh Northeasterly winds churning up a rather rough sea.

At 1900 Zone Time was change to (-9).

Positions

0800	09 58 N 139 46 E	1200	10 26.5 N 139 45 E	2000	12 11.7 N 138 18.3 E
------	---------------------	------	-----------------------	------	-------------------------

USS PAUL HAMILTON (DD590)
22 March 1945

ZD (-9)

Task Force 54 proceeded as before. Throughout the day various drills were conducted by ships of the force, including flag hoist drill, tracking exercises, and radar calibrations. The escort carrier group operating in the vicinity provided adequate CAP and ASP coverage, and no enemy contacts were made.

Positions

0800	14 40.1 N 136 36.1 E	1200	15 09.0 N 136 08.1 E	2000	17 15.2 N 135 08.7 E
------	-------------------------	------	-------------------------	------	-------------------------

USS PAUL HAMILTON (DD590)
23 March 1945

Task Force 54 proceeded as before. Battleships fueled destroyers during the day, the PAUL HAMILTON fueling from the USS NEW MEXICO (BB40) in the morning. During the afternoon this ship transferred official mail between various ships of the force, completing the duty at 1834, at which time orders were received to proceed to Number Three Picket Station, 12 miles, 60 degrees on the starboard bow of the disposition.

While proceeding to picket station, the PAUL HAMILTON maneuvered to stay clear of USS H.L. EDWARDS (DD663) who had developed a sonar contact in picket station Number One and was conducting a deliberate attack. Upon arriving on station, USS LEAHY (DD664) reported to this ship for duty in the picket station and together the two destroyers steamed throughout the night. Fox Dog radar calibrations check was conducted between the two ships during the early evening.

Throughout the day the weather was clear and no enemy contacts made, this enabling ship's force to continue routine drills and ship's work. The ship's new camouflage, a solid dark gray, started at Ulithi, was well on the way toward completion.

Positions

0800	20 01.2 N 133 37.1 E	1200	20 56 N 133.16 E	2000	21 42 N 132 36 E
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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

5 April 1945

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Subject: War Diary - March 1945

USS PAUL HAMILTON (DD590)
24 March 1945

Tack Force 54 proceed as before. Another doubtful submarine contact was developed by USS BARTON (DD722) at 0206, and at 0300 USS BRYANT (DD665) proceeded to attack another possible submarine. Results of both contacts were not positive.

At 0628 USS LEARY was ordered to return to the formation screen, to be relieved of picket duty by USS HALLIGAN (DD584).

About 0800 this ship made SG radar contact bearing 045°(T) at 18 miles, and upon orders of Commander Screen, left picket station to investigate. The target was identified at 0839 as USS H.L. EDWARDS and USS PRESTON returning to the formation after a night's search for the sonar contact developed the night before by the H L EDWARDS. Results of their search were reported as negative.

This ship proceeded to return to the formation screen at 1130 on orders of Commander Screen, arriving on station at 1145.

The approach to Okinawa Ganto was commenced at 1600, ships of the formation forming up in their assigned fire support groups and proceeding as previously directed. This ship reported for duty to USS ESTES (AC312, CTF 52) as directed by C.T.F. 54 and C.T.F. 52; and with units of the Underwater Demolition Group and other destroyers, formed a screen on the USS ESTES, and proceed to approach the Kerama Retto.

Although the ship's present assignment did not call for anything but escort duties, preparations were made for shore bombardment operations in anticipation of possible assignment supporting U.D.T. missions in Kerama Retto during the following few days.

Positions

0800	23 28 N	1200	23 49.3 N	2000	25 00 N
	130 20 E		129 43.2 E		128-44 E

USS PAUL HAMILTON (DD590)
25 March 1945

Shortly after midnight radar contacts were made with unidentified aircraft and although no planes attacked the formation, several closed to within five (5) miles. The ship remained on the alert throughout the night, although no opportunity was presented to open fire on any targets.

About 0330 C.T.F. 52 in USS ESTES ordered Air Flash Red. This ship contacted several bogies to the westward, but no definite course or speed could be obtained from tracking them. They seemed to appear on one bearing then disappear only to be picked up again on another totally different bearing. No suitable explanation can be given other than that the "bogies" may have been pips caused by a highly ionized atmosphere. This phenomenon continued for about an hour then ceased altogether.

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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

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5 April 1945

Subject: War Diary - March 1945

25 March 1945 (continued)

At 0500 the U.D.T. Group left the formation, leaving this ship and the USS ESTES to proceed together.

During the morning while operating Southwest about ten miles from Kerama Retto, the USS TERROR (CM15) and USS BREESE (DML8) joined the ESTES and PAUL HAMILTON and steamed in company until late in the afternoon.

At 1145 this ship sighted a Japanese Type 93 mine close aboard and at 1218 sank the mine with 40mm gunfire.

Shortly before sunset USS ESTES and PAUL HAMILTON joined part of Task Force 54 for night retirement to the Southwest of the Retto. This ship transferred official mail from USS ESTES to USS INDIANAPOLIS (CA35, ComFifthFleet) at sunset, and upon completion took station near the ESTES within the formation screen for the night.

Positions

0800	26 05.1 N	1200	25 26 N	2000	25 45.5 N
	127 05.3 E		127 07 E		126 32 E

USS PAUL HAMILTON (DD590)
26 March 1945

During the night USS ESTES departed from Task Force 54 Night Retirement Group, and with the PAUL HAMILTON proceeded to rendezvous with Task Group 52.12, consisting of six APD's (CTG 52.12) Captain HANLON, USN, in USS GILMER APD 11). A seven ship screen was formed on the ESTES, and the disposition was maintained intact until 0445 when T.G. 52.12 was detached by USS ESTES to proceed on duty assigned. This ship then escorted the ESTES to the vicinity of Kerama Retto.

During the morning a passenger was taken on board from the ESTES and delivered by this ship, via boat, to the USS INDIANAPOLIS.

An uneventful day was completed escorting the ESTES around the Kerama Retto and retiring at night to the South with T.U. 54.3.4.

Positions

USS PAUL HAMILTON (DD590)
27 March 1945

After leaving the night retirement group at sunrise, USS ESTES and USS PAUL HAMILTON steamed to the Western coast of Southern Okinawa to observe the shore bombardment being carried out by various heavy units of T.F. 54. This ship patrolled to seaward of the ESTES. Several sonar contacts were developed in the afternoon by ships of the screen, and at least one was classified as definitely a submarine. A sonar contact was investigated by this ship at 1410, but was evaluated as an echo off the 100 fathom curve layer.

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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

5 April 1945

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Subject: War Diary - March 1945

27 March 1945 (continued)

Night retirement with T.U. 54.3.4 was carried out to the South of Okinawa. At dusk the Japanese sent over the usual few planes, most of which were intercepted and shot down by friendly CAP.

Positions

0800	26 09 N	1200	26 15 N	2000	25 54 N
	127 20 E		127 42 E		127 05 E

USS PAUL HAMILTON (DD590)
28 March 1945

At sunrise upon arrival off Kerama Retto, the PAUL HAMILTON escorted the ESTES into the Retto and patrolled to seaward while C.T.F. 52 observed the landings and underwater demolition work on various islands of the group.

Prior to sunset the ESTES and PAUL HAMILTON arrived off the Southeastern coast of Okinawa and joined T.U. 54.3.1 (near Admiral FISCHLER, USN, USS TEXAS B435) for the night. This ship fueled from USS TEXAS prior to forming night cruising disposition.

Positions

0800	26 16 N	1200	26 10 N	2000	25 93 N
	127 19 E		126 49 E		127 39 E

USS PAUL HAMILTON (DD590)
29 March 1945

Throughout the night the retirement was uneventful except for two air alerts when bogeys closed the disposition. No attacks developed, however, and at dawn the ESTES, accompanied by the PAUL HAMILTON, proceeded to the West coast of Southern Okinawa. This ship patrolled to seaward of the shore bombardment group in accordance with orders of Commander Destroyer Squadron FIFTY SIX (56).

Late in the afternoon this ship escorted USS ESTES to recently secured Kerama Retto, where both ships anchored for the night.

Positions

0800	26 08 N	1200	26 24 N	2000	26 07 30 N
	127 35 E		127 43 E		127 20 05 E

USS PAUL HAMILTON (DD590)
30 March 1945

The ship fueled from USS ATASCUSA (AO66) in Kerama Retto anchorage at dawn and forthwith escorted USS ESTES to the West coast of Southern Okinawa.

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U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office,
San Francisco, Calif.

5 April 1945

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Subject: War Diary - March 1945

30 March 1945 (continued)

At 1900 this ship was detached from duty with USS ESTES (AGC11) and reported for night assignment to USS BRYANT (DD665, ComDesDiv 112) in accordance with orders of C.T.F. 52.

After sunset USS PAUL HAMILTON, USS BRYANT, four LCI(G)'s and two LSM's proceeded into sector P-9, off the Western landing beaches of Okinawa to carry out night harrassing fire and illumination of beach areas and other installations. At 2000 firing was commenced, using 5"/38 and 40mm batteries. The LCI(G)'s and LSM's operated between the beach and the destroyers, providing both supporting fire and protection against enemy suicide boats and swimmers.

Several fires were started on the island and the night's mission was believed to have been carried out successfully.

Positions

0800	26 23 N	1200	26 27 N	2000	26 40 N
	127 39 E		127 42 E		127 40 E

USS PAUL HAMILTON (DD590)
31 March 1945

The night mission, firing from 3000-4000 yards off the coast at beach areas and other installations, was completed at dawn. Navigation throughout the night had been accomplished very successfully entirely by use of SG radar.

At 0615 one (1) OSCAR-type Japanese plane was seen to circle over the destroyers withdrawing to seaward. USS BRYANT was strafed, but no damage was reported. Although USS BRYANT and several other destroyers retiring from nearby sectors fired at the plane, it escaped apparently undamaged.

In the morning this ship was ordered to Fire Support Sector Number Seven to screen USS SALT LAKE CITY (CA25) off Zampa Misaki while the cruiser was engaged in shore bombardment.

Another night of harrassing fire and illumination was assigned to the Paul Hamilton, USS R.P. LEARY (DD664), USS BARTON (DD722), four LCI(G)'s and two LSM's. ComDesRon Sixty in USS BARTON in command, the unit took assigned stations in Sector P-9 off Western Okinawa beaches at 1900, the destroyers steaming in column to seaward of the gunboats. Firing was commenced at 2000.

Positions

0800	26 22 N	1200	26 21 N	2200	26 22 N
	127 39 E		127 42 E		127 42 E

D. Carlson
D. CARLSON

DD590/A16
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

Reg. No. 684

R. S. No. _____

22 May 1945

DECLASSIFIED *N*T*I*A*L

From: Commanding Officer.
To: Commander-In-Chief, UNITED STATES FLEET.
Subject: War Diary - April 1945.
Reference: (a) CinCPac Conf. Ltr. 1CL-45 of 1 January 1945.

U.S.S. PAUL HAMILTON (DD590)
1 April 1945.

ZD-9

Harrassing fire and illumination of the western OKINAWA landing beach areas was carried out throughout the night by U.S.S. PAUL HAMILTON (DD590), U.S.S. BARTON (DD722, ComDesRon 60), and U.S.S. R.P. LEARY (DD664) steaming in column at 2000 yards distance, on a line 340° (T) and 160° (T) about 6000 yards from the shore line in patrol sector P-9. Supporting LCI (G)'s and LSM's patrolled between the beach and the destroyers, investigating the beaches for possible enemy activity and protecting the destroyers against possible suicide boats and swimmers. The BARTON made several deliberate attacks on a possible submarine contact in the immediate vicinity, but at 0230 after about 3 hours' searching and attacking, rejoined the formation reporting negative results.

At 0200 a single bogey closed this ship from 240° (T), and at a range of 10,000 yards, still closing, was taken under fire first by the LEARY then by the PAUL HAMILTON. The bogey did not attack but altered course to port and was tracked out to the northwest to a distance of about 15 miles before being lost.

At 0500, the night's mission having been completed, the group proceeded to take assigned stations for fire support during the morning covering the initial Allied landings on OKINAWA SHIMA.

Firing was commenced at 0800 and directed at the landing beaches directly ahead of the advancing landing craft until 0830 at which time the entire curtain of fire from ships was raised to cover the areas inland while the American troops went ashore. Very little or no resistance to the landings was reported.

After 0845 this ship remained in the area about 3500 yards off the beaches standing by to deliver call fire if needed. At 1300, after 18 consecutive hours at action general quarters, the ship's crew was given a chance to rest.

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DD590/A16
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

ojm

C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945.

I April 1945 (continued)

Several enemy planes attempted to make attacks on ships in the transport area shortly before sunset, but CAP and ships gunfire accounted for a high percentage of the attackers, and little damage was done to American shipping.

After dark this ship anchored in the same area and provided star-shell illumination in assigned areas throughout the night.

Positions

0800
26-20 N
127-44 E

1200
26-20 N
127-40 E

2000
26-46 N
127-34 E

U.S.S. PAUL HAMILTON (DD590)
2 April 1945

Illumination was ceased at 0530. The day was spent standing in the same general area for possible call fire, but none was needed from this ship.

At 1620 this ship delivered TBS crystals to the USS MINNEAPOLIS (CA36) and USS HALL (DD583) and upon completion, joined Task Group 54.2 (night retirement group) flag in USS TENNESSEE (BB43, Rear Admiral Deyo, USN, CTF54) and carried out retirement and covering mission to the northwest of OKINAWA SHIMA. Ships in the Task Group included USS TENNESSEE (BB43) plus other battleships, cruisers, and destroyers of the Gun Fire Support and Covering Force.

Positions

0800
26-19 N
127-42 E

1200
26-21 N
127-42 E

2000
26-31 N
127-32 E

U.S.S. PAUL HAMILTON (DD590)
3 April 1945

During the night retirement several enemy planes closed the formation, some of them attempting to attack, others skirting the edges of the disposition and dropping window. No damage was caused either to ships or planes, and the attacks were broken off by sun rise.

The ship spent an uneventful day, loaded ammunition from an LST off the western landing beaches in the afternoon, and at 1800 proceeded into Fire Support Sector #7, Nago Wan to deliver harassing fire and illumination as called for by shore fire control party, in support of marine divisions advancing into northern OKINAWA.

Positions

DD690/A16
Serial: 028

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

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C-O-N-F-I-D-E-N-T-I-A-L

22 May 1945

Subject: War Diary - April 1945

3 April 1945 (continued)

0800
26-23 N
127-38 E

1200
26-23 N
127-42 E

2000
26-30 N
127-45 E

U.S.S. PAUL HAMILTON (DD590)
4 April 1945

Harrassing fire and illumination with star shells was maintained throughout the night. Contact with the shore fire control party was generally good, interrupted at various times by Japanese who had picked up the frequency being used.

This ship has now developed its regular condition watch standers in the main battery, plot, and C.I.C. to a point where night harassing and illumination missions can be carried out from Condition 2. If salvos of more than two guns at a time are required by the shore fire control party, it is the practise of the ship to fire from Condition 1.

Firing was completed by 0800, and at 1434 this ship was relieved on station by USS BILOXI (CL80).

Ammunition was taken on board underway from an LST, an LCVP transferring the ammunition from the LST to this ship. Upon completion of loading at 1815, the PAUL HAMILTON effected rendezvous with night retirement group T.G. 54.2 (flag; Rear Admiral Deyo, USN, USS TENNESSEE BB43). Retirement group consisted of 7 battleships, 2 heavy cruisers, 2 light cruisers, and 12 destroyers. Retirement was carried out to the northwest of OKINAWA.

Positions

0800
26-30 N
127-50 E

1200
26-25 N
127-51 E

2000
26-50 N
127-27 E

U.S.S. PAUL HAMILTON (DD590)
5 April 1945

Upon completion of duty with Task Group 54.2, the PAUL HAMILTON proceeded to KERAMA RETTO in the morning, and anchored to receive ammunition.

At 1800 the ship left KERAMA RETTO and proceeded to Fire Support Sector #7 in Nago Wan to deliver night illumination fire support of ground operations on northern OKINAWA.

DD590/A16
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
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San Francisco, Calif.

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C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945.

5 April 1945 (continued)

Firing was commenced at 2200, but communications with the shore fire control party were very poor, and only 2 starshells were fired throughout the night.

0800	1200	2000
26-18-40 N	26-16 N	26-25 N
127-25 E	127-23 E	127-39 E
U.S.S. PAUL HAMILTON (DD590)		
6 April 1945		

The Japanese sent in a few planes during the night, but although one or two closed the ship to within 2 miles, they did not attack. Fire was deliberately withheld to prevent disclosure of the ship's location to the enemy.

At sunrise the PAUL HAMILTON was ordered to escort USS TEXAS (BB35) to fire support sector #2, off NAKAGUSUKU WAN. At 1015 this ship, badly in need of refueling, was ordered detached from duty with the TEXAS to proceed to KERAMA RETTO to refuel.

From about 1100 on increasing evidence of a pending heavy Japanese air attack was noticed. Bogeys were constantly reported by ships in the area around OKINAWA GUNTO, some making attacks on various ships.

The PAUL HAMILTON entered KERAMA RETTO at 1415, but could not fuel both because of the impending air attack and because of extreme difficulty encountered in attempting to go alongside a station oiler, which was constantly swinging at anchor through an arc of almost 180 degrees.

Throughout the remainder of the afternoon, enemy planes pressed home one of the heaviest air attacks they had delivered anywhere in several months, comparable in size to the heaviest encountered in LEYTE GULF last October. Several enemy planes and one friendly plane attempting to take off from the USS TULAGI anchored in KERAMA RETTO were shot down by ships in the anchorage. The Japs scored suicide hits on an LST, an ammunition ship, and a victory ship at KERAMA RETTO.

The attack broke off about sunset, and by 2000 the "All Clear" was sounded. This ship, still waiting to fuel, anchored for the night.

Positions

0800	1200	2000
26-15 N	26-07 N	26-11 N
127-25 E	127-25 E	127-20 E

DD590/A16
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
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San Francisco, Calif.

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C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945.

7 April 1945

U.S.S. PAUL HAMILTON (DD590)

Prior to sunrise a small force of enemy aircraft again approached the KERAMA AREA, but no attack was made, and at 0610 the Japs were headed home again.

After fueling to capacity, the PAUL HAMILTON left KERAMA at 0830 and set out for fire support sector #2, outside NAKAGUSUKU WAN, where at 1100 the ship reported to USS SAN FRANCISCO (CA38) for screening duty, while the latter carried out shore bombardment of southeastern OKINAWA area.

More screening duty with USS ST. LOUIS (CL49) in fire support sector #3 in the afternoon, until 1730 at which time the PAUL HAMILTON reported to C.T.G. 51.19 for a night's duty, harrassing and illuminating enemy positions in southeastern OKINAWA.

The night's mission was carried out in company with USS ARKANSAS (BB33) and USS ISHERWOOD (DD520), the three ships steaming in column about 5000 yards off shore on a line parallel to the coastline.

The usual bogies appeared from time to time, but other than causing the fire support ships to check fire by reason of their presence in the area, they caused no trouble. Friendly night fighters using the recently won YONTAN and KATENA Airfields helped immeasurably in keeping the enemy at a good distance.

0800
26-11 N
127-20 E
U.S.S. PAUL HAMILTON (DD590)
8 April 1945

1200
26-07 N
127-57 E

2000
26-03 N
127-48 E

Upon completion of a successful night of harrassing and illuminating, the PAUL HAMILTON, ARKANSAS, and ISHERWOOD proceeded to NAKAGUSUKU WAN for further fire support and screening duties. This ship was assigned anti-submarine patrol to seaward of the entrance to the bay, patrolling on a northeast-southwest line between TSUKEN SHIMA and KUTAKA SHIMA. A quiet day was spent patrolling, although enemy submarine activity was reported inside the bay, and a torpedo was fired at USS WICHITA (CA45), missing her however.

Night retirement was carried out to the east of OKINAWA, the group consisting of USS NEVADA (BB36, flag), USS MARYLAND (BB46), USS ARKANSAS (BB33), USS HALL (DD583), USS ANTHONY (DD515), and USS PAUL HAMILTON.

0800
25-56 N
127-49 E

Positions
1200
26-12 N
127-57 E

2000
25-43 N
127-47 E

DD590/A16
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
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San Francisco, Calif.

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C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945

9 April 1945
U.S.S. PAUL HAMILTON (DD590)

Night retirement was completed without event, and the PAUL HAMILTON spent the day on anti-submarine patrol in NAKAGUSUKU WAN as part of Task Group 51.19.

It was noted that considerable enemy activity was existent on TSUKEN SHIMA, and in the afternoon USS HOPPING (APD51) received considerable damage and personnel casualties as a result of hits from shore batteries on that island.

Night retirement to the south was carried out in company with USS WICHITA (CA45), USS PENSACOLA (CA24), USS MOBILE (CL63, USS LAWE (DD558), USS HOPPING (APD51), and USS ARIKARA (ATF98).

0800

1200

2000

26-03 N

26-17 N

26-04 N

127-45 E

127-53 E

128-06 E

U.S.S. PAUL HAMILTON (DD590)
10 April 1945

The night retirement group arrived at dawn off the entrance to NAKAGUSUKU WAN and proceeded into the bay to take assigned stations around TSUKEN SHIMA for fire support in connection with the forth coming landing of United States troops on that island.

As scheduled fire was opened at about 0700, ships firing into assigned target areas for purposes of general neutralization.

At 0725 an active enemy mortar position was discovered which began firing on ships in the area directly south of the island. This ship took the position under fire immediately, covering the area thoroughly with 5" projectiles.

U.S. troops landed on TSUKEN SHIMA at 0839 on the southwestern beaches and heavy neutralizing fire was checked, the fire support ships standing by for call fire.

By 0915 the same Jap mortar was still firing now attempting to score hits on this ship. The battery, although very erratic and inaccurate, scored one hit on an LST close aboard this ship. The mortar's position, although by now well established, proved to be such that its destruction by gunfire from ships was nearly impossible, the position being so well protected by rock barriers and cliffs. Attempts to destroy the battery were abandoned at 0927 upon orders of C.T.G. 51.19 because of the danger of naval gunfire to our own advancing troops.

DD590/A16
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
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C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945

10 April 1945 (continued)

This ship spent the remainder of the day lying to in the bay, standing by for call fire. The weather became very poor in the afternoon and visibility was reduced to less than 2000 yards. Nothing further of importance developed, and it was reported that our troops were advancing rapidly against minor resistance on TSUKEN SHIMA.

This ship remained in NAKAGUSUKU WAN throughout the night, delivering star shell illumination in support of American ground forces on OKINAWA.

0800

1200

2000

26-13 N

26-13 N

26-13 N

127-52 E

127-53 E

127-52 E

U.S.S. PAUL HAMILTON (DD590)
11 April 1945

Throughout the day this ship stood by to support minesweeping operations in NAKAGUSUKU WAN.

During the night USS WADSWORTH (DD516) and the PAUL HAMILTON acted as screen for USS PENSACOLA (CA24) while the latter was engaged in a night harrassing mission in fire support sector #3, steaming up and down the OKINAWA coast in that area about 8000 yards off shore.

0800

1200

2000

26-13 N

26-14 N

26-10 N

127-57 E

127-37 E

127-58 E

U.S.S. PAUL HAMILTON (DD590)
12 April 1945

ZD-9

The night's mission having been completed, the PAUL HAMILTON proceeded shortly after sunrise to KERAMA RETTO to refuel and rearm, but at 1100 was ordered to rejoin T.G. 51.19 at best speed to prepare for an expected enemy air attack in force.

At 1235 the ship arrived off the entrance to NAKAGUSUKU WAN, and in accordance with orders of C.T.G. 51.19, patrolled the bay entrance south of TSUKEN SHIMA.

The initial alert was sounded at 1325, and T.G. 51.19 sortied from NAKAGUSUKU WAN to operate in an antiaircraft disposition in open waters to the east of OKINAWA. This ship was directed to remain outside the bay entrance to render support and protection for the minesweepers and gunboats remaining inside NAKAGUSUKU WAN.

DD590/A18
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
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C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945

12 April 1945 (continued)

At 1500, an enemy air attack now known definitely to be in progress around OKINAWA GUNTO, this ship picked up a bogey bearing 180°(T) 8 miles closing rapidly. At 1501 the bogey was identified as definitely enemy, probably a Val, and fire was opened at 1502. Several seconds after the ship opened fire, the plane turned away to port and disappeared to the southwest, having made no attack on this or any other known ship. However it is believed that the plane was preparing to make a run on this ship just before being taken under fire. Radar contact on the bandit was lost at 1950(T) 20 miles.

No further direct contact with the enemy was made by this ship, and at 1720 the "All Clear" was sounded for the area.

A few enemy straggler planes caused another alert at sunset, but no attack in force was observed.

Night's mission was with USS MORRISON (DD560) and USS LAWS (DD558) delivering harrassing fire and illumination from within NAKAGUSUKU WAN.

0800	1200	2000
26-08 N	26-03 N	26-13 N
127-55 E	127-37 E	127-51 E
U.S.S. PAUL HAMILTON (DD590)		
13 April 1945		

Night's harrassing and illuminating mission in support of ground operations on OKINAWA was successfully completed, and the day was spent patrolling in NAKAGUSUKU WAN until 1400 at which time the PAUL HAMILTON was ordered to report to CTG 54.2 in fire support sector #6.

At 1725 this ship reported to CTG 54.2 in USS SALT LAKE CITY (CA25, ComCruDiv 5), and at 1855 TG 54.2 formed anti-aircraft disposition and commenced night retirement to northwest of OKINAWA. Ships of TG 54.2 included USS SALT LAKE CITY (CA25), USS PENSACOLA (CA24), USS BIRMINGHAM (CL62), USS PORTLAND (CA33), USS MOBILE (CL62), USS BENNION (DD794), USS W.D. PORTER (DD479), USS HALL (DD583), USS EDWARDS (DD663), USS PRESTON (DD795), USS IRWIN (DD794), and USS PAUL HAMILTON (DD590).

0800	1200	2000
26-12 N	26-22 N	26-35 N
127-54 E	127-39 E	127-28 E

DD590/A16
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
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San Francisco, Calif.

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C*O*N*T*I*N*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945

14 April 1945

U.S.S. PAUL HAMILTON (DD590)

At dawn this ship escorted USS MOBILE (CL63) to KERAMA RETTO where the day was consumed refueling and rearming.

The ship anchored off the western landing beaches at OKINAWA after sunset and the night was taken up providing illumination and harrassing fire in support of ground operations on OKINAWA.

0800

1200

2000

26-10 N

26-06 N

26-21 N

127-24 E

127-21 E

127-52 E

U.S.S. PAUL HAMILTON (DD590)
15 April 1945

ZD-9'

Night's firing was completed at 0500 and the day was spent off the western landing beaches firing at designated enemy targets on OKINAWA as directed by shore fire control party. Considerable success in neutralizing by this ship throughout the day.

The ship anchored for another night's mission of harrassing and illuminating from the western landing beach area.

0800

1200

2000

26-21 N

26-21 N

26-21 N

127-52 E

127-52 E

127-52 E

U.S.S. PAUL HAMILTON (DD590)
16 April 1945

ZD-9

The day was taken up firing at designated enemy positions in advance of American troops on OKINAWA, firing from the HAGUSHI anchorage area. As usual a shore fire control party and a spotting plane were provided, and the combined efforts of the three stations resulted in effective destruction of several enemy military installations.

In the afternoon the ship loaded ammunition from an LST anchored at HAGUSHI, and upon completion of loading reported for duty to USS SAN FRANCISCO (CA38) to participate in scheduled night firing missions.

The night's assignment, known as the "flycatcher" patrol, consisted of the SAN FRANCISCO, and PAUL HAMILTON taking station west of NAHA CITY, about 5000 yards off shore and patrolling on a north - south line as far south as RUKAN SHO and northward to a point about 3000 yards south of KIESE SHIMA. The purpose of the patrol was to neutralize the NAHA Airfield prior to darkness and prior to sunrise with enough fire to render the runways useless to the enemy during the night; to illuminate areas near the coast to detect any possible activity of suicide craft, swimmers, or troop amphibious movements, and to harrass enemy positions in and near NAHA.

DD590/A16
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

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C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945

16 April 1945 (continued)

The night's mission was carried out successfully in spite of the fact that enemy planes were in the vicinity several times during the night, at which times firing was checked. The ship remained at condition of readiness "One Easy", with the entire crew at battle stations and in general 50% on the alert and 50% sleeping on stations. Material Condition Afirm was maintained. Navigation was carried on with SG radar.

0800

1200

2000

26-21 N

26-21 N

26-10 N

127-42 E

127-42 E

127-36 E

U.S.S. PAUL HAMILTON (DD590)

17 April 1945

ZB-9

Upon being detached from duty with USS SAN FRANCISCO, the ship proceeded to KERAMA RETTO for the day to refuel and rearm.

The ship left KERAMA RETTO at 1630 and reported to CTF 54 in USS TENNESSEE (BB43, Rear Admiral Deyo, USN) for night retirement in company with the following ships: USS TENNESSEE (BB43), USS NEW MEXICO (BB40), USS WEST VIRGINIA (BB48), USS SALT LAKE CITY (CA25), USS SAN FRANCISCO (CA38), USS ST. LOUIS (CL49), USS BIRMINGHAM (CL62), USS H.L. EDWARDS (DD663), USS BARTON (DD722), USS PAUL HAMILTON (DD590), USS HUTCHINS (DD476), USS ROOKS (DD804), USS LONGSHAW (DD559), USS LAWS (DD558), USS PRESTON (DD795), USS HALL (DD583), and USS IRWIN (DD794). The force, retiring to the northwest and north of OKINAWA, was despatched to intercept a Japanese surface force of unknown strength reported to be heading south from KYUSHU toward the OKINAWA area. However, no contact with the enemy was made; and except for occasional bogeys, one of which it is believed, launched a flying bomb into the middle of the formation causing no damage, the night was totally uneventful.

0800

1200

2000

26-15 N

26-10 N

26-51 N

127-21 E

127-20 E

127-28 E

U.S.S. PAUL HAMILTON (DD590)

18 April 1945

ZD-9

Following completion of night retirement mission the ship was detached to proceed to fire support sector #6 for call fire mission, as directed by CTG 51.22. Firing was commenced at 1200, the ship anchoring in the HAGUSHI anchorage area at 1300 to facilitate more accurate firing.

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U.S.S. PAUL HAMILTON (DD590)
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C-O-N-F-I-D-E-N-T-I-A-L

22 May 1945

Subject: War Diary - April 1945

18 April 1945 (continued)

Following a very successful afternoon of firing (a better-than-average airborne spotter helped immeasurably) the ship anchored for the night in the HAGUSHI area with the transports.

0800	1200	2000
26-21 N	26-18 N	26-18 N
127-38 E	127-46 E	127-43 E
U.S.S. PAUL HAMILTON (DD590)		
19 April 1945		ZD-9

The ship remained at anchor while delivering call fire from 0600 to 0836, and at 0913 was relieved by USS WEST VIRGINIA (BB48) in order to load ammunition. Ammunition was received from an LST in the HAGUSHI anchorage.

Night retirement to northwest and north of OKINAWA was carried out, Task Group 54.1 consisting of the following ships: USS BIRMINGHAM (CL62, CTG 54.1), USS MOBILE (CL63), USS PROTLAND (CA33), USS SAN FRANCISCO, (CA38), USS BARTON (DD722), USS PAUL HAMILTON (DD590), USS LONGSHAW (DD559), USS PICKING (DD685), and USS CALLAGHAN (DD792)

0800	1200	2000
26-18 N	26-19 N	26-45 N
127-43 E	127-43 E	127-33 E
U.S.S. PAUL HAMILTON (DD590)		
20 April 1945		ZD-9

Following completion of the night retirement with Task Group 54.1, the ship reported to CTG 51.21 (fire support commander, IE SHIMA area) and relieved USS ROOKS (DD804) for pending fire support assignments in support of American landings on IE SHIMA and neighboring islands.

In the afternoon this ship was assigned to cover SESOKO SHIMA, a small enemy held island to the southeast of IE SHIMA, neutralizing any enemy emplacements if the latter were observed. However, although the ship was aided by a fighter observation plane, no activity and no military installations could be observed. The numerous burial vaults were carefully scrutinized, but no military activity was seen in or near them.

At 1757 some enemy movement was seen by the spotting plane on SESOKO, and this ship took the area under fire until all activity had apparently ceased.

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U.S.S. PAUL HAMILTON (DD590)
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C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945

20 April 1945 (continued)

From sunset until shortly before midnight the PAUL HAMILTON and USS LONGSHAW (DD559) lay off the southwestern shores of IE SHIMA during a Japanese air attack in and around OKINAWA. Following the retirement of the enemy planes, this ship proceeded around IE SHIMA to a point northwest of KOURI SHIMA to deliver illumination and harrassing fire on the latter island. Navigation was accomplished entirely with SG radar and sounding.

0800	1200	2000
26-39 N 127-44 E U.S.S. PAUL HAMILTON (DD590) 21 April 1945	27-00 N 127-59 E	26-40 N 127-45 E ZD-9

Since a heavy dawn air attack by the Japanese was anticipated, the PAUL HAMILTON ceased bombardment of KOURI SHIMA at 0335 and in accordance with orders of CTG 51.21, steamed into NAGO WAN to anchor in the protection which could be afforded by the smoke boats stationed near the ships anchored in the bay.

No attack by the enemy developed, and the ship remained at anchor in NAGO WAN throughout the day and following night standing by for possible fire support assignments at IE SHIMA.

A small force of Jap planes made an ineffective attack on ships in the OKINAWA area during the evening, one or two planes passing directly over the ships in NAGO WAN. One plane was observed to crash on a hillside adjacent to the anchorage. No direct attacks were made in the vicinity of NAGO WAN.

0800	1200	2000
26-34 N 127-57 E U.S.S. PAUL HAMILTON (DD590) 22 April 1945	26-34 N 127-57 E	26-34 N 127-57 E ZD-9

At 0650 CTG 51.21 detached the PAUL HAMILTON to report to CTF 54 in USS TENNESSEE (BB43), and at 0745 this ship took assigned station in a special anti-aircraft disposition of ships in Task Force 54, formed in a tight circular formation as follows: USS TENNESSEE (BB43), USS WICHITA (CA45), USS TEXAS (BB35), USS PAUL HAMILTON (DD590), USS TUSCALOOSA (CA 37), USS R.P. LEARY (DD664), USS ARKANSAS (BB33), USS H.L. EDWARDS (DD663), USS NEW YORK (BB34), USS WEST VIRGINIA (BB48), USS IRWIN (DD794), USS NEW MEXICO (BB40), and USS ROCKS (DD804). This force steamed throughout the day to the westward of the HAGUSHI anchorage, in anticipation of a enemy air attack.

DD590/A18
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

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C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945

22 April 1945 (continued)

At 1735 this ship was detached from T.F. 54 to report to CTG 51.22 in fire support sector #6, following an uneventful day of steaming with Task Force 54. Air Flash Red came at 1750, the long expected air attack finally developing.

At 1807 the PAUL HAMILTON was ordered by CTG 51.5 to proceed to anti-submarine patrol station Baker 25, about 11½ miles bearing 240°(T) from ZANPA MISAKI. Having arrived on station at 1852, the ship remained at General Quarters for the enemy air attack.

At 1930 several bogies were picked up closing from the northwest. Minutes later several other ships in the immediate vicinity opened fire on the raiders, one of which was observed to dive down a stream of tracer fire toward a destroyer about 2000 yards south of this ship.

It is believed that this ship was not detected by the enemy, mainly because fire was withheld throughout the attack. Darkness had almost completely set in, and visibility was very limited twenty minutes later, all enemy planes had retired and the remainder of the night was uneventful.

0800	1200	2000
26-30 N 127-11 E	27-06 N 125-55 E	26-20 N 127-30 E
U.S.S. PAUL HAMILTON (DD590) 23 April 1945		ZD-9

Released from duty by CTG 51.5 at dawn, this ship in company with USS HALL (DD583) and USS TUSCALOOSA (CA37) proceeded to fire support sector #2 at NAKAGUSUKU WAN for fire support duties. However, upon arrival no firing assignment was given this ship, and at 1600 the PAUL HAMILTON, USS ST. LOUIS (CL49), and USS IRWIN (DD794) proceeded at flank speed to join night retirement Task Group 54.2 northwest of ZANPA MISAKI. Ships of Task Group 54.2 included USS WICHITA (CA45, CTG 54.2), USS H.L. EDWARDS (DD663), USS BARTON (DD722), USS ROOKS (DD804), USS IRWIN (DD794), USS PRESTON (DD795), USS CALLAGHAN (DD792), and USS ST. LOUIS (CL49). Retirement to the northwest of OKINAWA was carried out without event.

0800	1200	2000
26-15 N 127-31 E	26-14 N 127-52 E	26-38 N 127-29 E

DD590/A16
Serial: 028

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

cjm

C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945

U.S.S. PAUL HAMILTON (DD590)
24 April 1945

ZD-9

At daybreak USS ST. LOUIS, USS ROOKS, and USS PAUL HAMILTON were detached from T.G. 54.2 to proceed to KERAMA RETTO for logistics.

The day was spent in KERAMA RETTO fueling and rearming, upon completion of which this ship escorted the ST. LOUIS to the HAGUSHI anchorage area.

The ship anchored for the night in the transport area, attached to T.G. 54.2.

0800

1200

2000

26-13 N

26-09 N

26-20 N

127-17 E

127-20 E

127-39 E

U.S.S. PAUL HAMILTON (DD590)
25 April 1945

ZD-9

At dawn the ship got underway, and anchored south of the HAGUSHI area to conduct bombardment of enemy positions in southern OKINAWA.

Firing was continued throughout the day with excellent results reported by the VOF and the shore fire control party.

Shortly before sunset the ship shifted position and anchored slightly north of previous berth to deliver illumination and harrassing fire throughout the night.

0800

1200

2000

26-17 N

26-17 N

26-19 N

127-42 E

127-42 E

127-43 E

U.S.S. PAUL HAMILTON (DD590)
26 April 1945

ZD-9

Firing was continued until 0654 at which time the ship got underway to stand to seaward in order to avoid being hit by an enemy shore battery, position undetected, firing directly on this ship. The battery was believed to be about five inch. Firing was resumed at 0730 as directed by shore fire control party and VOF, and continued until 1415, at which time this ship was relieved by USS R.P. LEARY (DD684) in order to replenish ammunition.

Loading of ammunition from an LST in the HAGUSHI Anchorage was completed by 1850, and the ship anchored for the night in the HAGUSHI area.

DD590/A16
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
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C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945

U.S.S. PAUL HAMILTON (DD590)
26 April 1945 (continued)

Repairs to minor steam leaks in the main steam line were made by ships force during the night.

0800	1200	2000
26-15 N	26-18 N	26-20 N
127-40 E	127-40 E	127-42 E
U.S.S. PAUL HAMILTON (DD590)		
27 April 1945		ZD-9

At 0610 the PAUL HAMILTON got underway to escort USS WICHITA (CA45) to NAKAGUSUKU WAN, and there to report for duty to CTG 51.19.

At 1142 this ship commenced firing at enemy positions in southern OKINAWA as directed by shore fire control party and spotting plane from USS TEXAS (BB35). The plane was damaged by anti-aircraft fire at 1310, and fire was checked until a relief spotting plane from USS TUSCALOOSA (CA37) was provided at 1435.

Night harrassing and illumination fire was commenced at 2237, considerable delay having been caused by the presence of enemy planes in the vicinity.

0800	1200	2000
26-08 N	26-13 N	26-15 N
127-51 E	127-51 E	127-51 E
U.S.S. PAUL HAMILTON (DD590)		
28 April 1945		ZD-9

At 0500 the ship got underway to proceed to KERAMA RETTO for re-fueling and rearming, arriving at 0730.

Logistic requirements having been met, at 1645 the ship got underway and in company with USS ARKANSAS (BB33), USS NEW ORLEANS (CA32), and USS BOOKS (DD804) proceeded to HAGUSHI anchorage to anchor for the night as part of Task Group 54.2.

A rather strong force of enemy planes approached OKINAWA and the ship remained at General Quarters until the raid was over early the following morning. No attempt to anchor was made because of the heavy smoke cover throughout the area, and the ship lay to until the raid was over.

0800	1200	2000
26-16 N	26-14	26-20 N
127-27 E	127-26 E	127-42 E
	(15)	

DD590/A16
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
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C*O*N*F*I*D*E*N*T*I*A*L

22 May 1945

Subject: War Diary - April 1945

29 April 1945
U.S.S. PAUL HAMILTON (DD590)

ZD-9

At 0330 the ship anchored. In the afternoon the PAUL HAMILTON proceeded to NAKAGUKU WAN to report to CTG 51.19 for duty, anchoring in the bay at 1920.

Enemy planes were in the OKINAWA area throughout the day and night, although in no great strength.

0800

1200

2000

26-20 N

26-18 N

26-13 N

127-42 E

127-50 E

127-51 E

U.S.S. PAUL HAMILTON (DD590)

30 April 1945

ZD-9

At 0714 the ship commenced delivery of call fire as directed by shore fire control party and VOF from the anchorage in NAKAGUSUKU WAN. Firing was ceased at 1710, and the ship moved to anchor in assigned berth for the night. At 1943 night illumination fire was commenced.

0800

1200

2000

26-13 N

26-13 N

26-13 N

127-51 E

127-51 E

127-51 E

Backman
D. CARLSON

DD590/A16
Serial: 027

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

cja

REG. NO 720
R. S. NO
REG. SHEET NO 74

DECLASSIFIED
CONFIDENTIAL

15 June 1945

From: Commanding Officer.
To : Commander-in-Chief, UNITED STATES FLEET.

Subject: War Diary - May 1945.

Reference: (a) CinCPac Conf. Ltr. ICL-45 of 1 January 1945.

U.S.S. PAUL HAMILTON (DD590)
1 May 1945

ZD-9

U.S.S. PAUL HAMILTON (DD590) attached to Task group 51.19, operating in NAKAGUSUKU WAN, OKINAWA SHIMA, RYUKYU ISLANDS. C.T.G. 51.19 Rear Admiral Fischler in U.S.S. TEXAS (BB35). Other ships in company included U.S.S. WICHITA (CA45), U.S.S. COLORADO (BB45), U.S.S. ARKANSAS (BB33), U.S.S. MOBILE (CL63), U.S.S. NEW ORLEANS (CA32), U.S.S. H.L. EDWARDS (DD663), U.S.S. HALL (DD583), and U.S.S. PRESTON (DD795). This ship continued to carry out night illumination and harrassing fire throughout the night in support of ground operations until 0529.

At 0805, after having shifted anchorage berths, the ship commenced firing in cooperation with a VOF and shore fire control party, firing until 1140.

At 1445 in company with the NEWORLEANS and PRESTON, this ship proceeded to the HAGUSHI transport area and anchored in company with T.G. 54.2, C.T.G. 54.2 in U.S.S. TENNESSEE (BB43).

0800

1200

2000

Anchored
NAKAGUSUKU WAN
OKINAWA

Anchored
NAKAGUSUKU WAN
OKINAWA

Anchored
HAGUSHI, OKINAWA

U.S.S. PAUL HAMILTON (DD590)
2 May 1945

ZD-9

At sunrise this ship got underway and proceeded to KERAMA RETIO for rearming and refueling in company with U.S.S. NEW MEXICO (BB40), U.S.S. NEW ORLEANS (CA32), U.S.S. PRESTON (DD795), and U.S.S. ZOOKE (DD804).

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DD590/A18
Serial: 027

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

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C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945.

2 May 1945 (Cont'd)

Upon fulfillment of logistics requirements at 1730, the ship proceeded to HAGUSHI anchorage and anchored in company with T.G. 54.2, C.T.G. 54.2 in U.S.S. TENNESSEE (BB43).

0800
Anchored
KERAMA RETTO

1200
Anchored
KERAMA RETTO

2000
Anchored
HAGUSHI, OKINAWA

U.S.S. PAUL HAMILTON (DD590)
3 May 1945

ZD-9

At 0629 the ship got underway and anchored in a favorable position south of the HAGUSHI transport area for firing at designated enemy targets in southern OKINAWA. Firing was commenced at 0800 and checked at 1100, at which time this ship proceeded to anchor in HAGUSHI transport area, having been awarded 12 hours availability for ship's force repairs to main steam line. However, at 1135, this ship was directed to relieve the NEW ORLEANS on fire support mission and resumed firing at 1215.

During the afternoon this ship rescued the crew of a TBF from U.S.S. INDEPENDENCE (CVL22) which had made a water landing off NAHA. None of the three survivors was seriously injured.

Firing was ceased at 1530, and the ship proceeded to the HAGUSHI transport area and anchored for the night.

0800
26-19 N
127-43 E

1200
26-15 N
127-37 E

2000
26-22 N
127-43 E

U.S.S. PAUL HAMILTON (DD590)
4 May 1945

ZD-9

Several raids of enemy planes' were in the OKINAWA area during the night and early morning. The ship got underway at 0630 and engaged in delivering call fire and harrassing fire in support of OKINAWA ground operations from 1004 to 1755.

At 1900, in company with the NEW ORLEANS, this ship commenced firing neutralizing fire on NAHA and ITOMAN airfields, and thereafter commenced patrolling off the southwest coast of OKINAWA on "flycatcher" patrol, illuminating and harrassing.

0800
26-13 N
127-35 E

1200
26-15 N
127-36 E

2000
26-11 N
127-35 E

DD590/A16
Serial: 026

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

cja

C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

U.S.S. PAUL HAMILTON (DD590)
5 May 1945

ZD-9

During the night, firing was interrupted several times by the presence of enemy planes in the area, but at 0553 all firing had been completed, including a pre-dawn neutralization of the KHA and ITAMAN airfields.

At 0620 this ship joined Task Group 54.3, including USS BARTON (DD722), USS COLORADO (BB45), USS CALLAGHAN (DD792), and USS PAUL HAMILTON (DD590) and proceeded to KERAMA RETTO for replenishment of fuel and ammunition.

At 1845, logistic requirements having been completed, this ship proceeded to the HAGUSHI transport area and anchored for the night in company with T.G. 54.2, CTG 54.2 in USS TENNESSEE (BB43).

0800
26-08 N
127-19 E

1200
26-08 N
127-20 E

2000
26-19 N
127-40 E

U.S.S. PAUL HAMILTON (DD590)
6 May 1945

ZD-9

Enemy planes were again around OKINAWA throughout the night and the morning. At 0606 the ship got underway and joined fire support T.G. 54.1 for call fire from the western side of OKINAWA. At 0627 this ship relieved the NEW ORLEANS on station for fire support.

At 1112 after enemy planes had cleared the area, firing on designated shore positions was commenced. At 1148 the ship anchored just north of KEZU SAKI to increase accuracy and effectiveness of fire, resuming fire when anchored.

Firing was ceased at 1645, and at 1755 the ship got underway and reported for duty to ComCruDiv 5 in U.S.S. SALT LAKE CITY (CA26) for "flycatcher" duty off NAHA.

At 1959 night illumination and harrassing fire was commenced in company with U.S.S. SALT LAKE CITY and U.S.S. COMPTON (DD705).

0800
26-13 N
127-36 E

1200
26-18 N
127-43 E

2000
26-07 N
127-35 E

DD590/A16
Serial: 027

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
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C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

U.S.S. PAUL HAMILTON (DD590)
7 May 1945

ZD-9

Upon completion of fire support duties in company with the SALT LAKE CITY and GELSTON, this ship at 0600 proceeded to report for duty with USS COLORADO (BB45) for further fire support missions, firing from the southwest tip of OKINAWA. Firing was commenced, underway, at 0846, and ceased at 1430, at which time the ship remained with the COLORADO for the remainder of the day.

At 1740 this ship joined USS SALT LAKE CITY for another night on "flycatcher" patrol west of NAHA, patrolling on a north - south line about 5000 yards west of the southwestern OKINAWA coastline, delivering harrasing, neutralizing, and; illimination fire throughout the night.

0800
26-05 N
127-37 E

1200
26-07 N
127-35 E

2000
26-07 N
127-35 E

U.S.S. PAUL HAMILTON (DD590)
8 May 1945

ZD-9

At 0600 this ship was released by ComCruDiv 5 in USS SALT LAKE CITY to proceed and report to CTG 54.2 for duty. At 0835 the ship anchored in the HAGUSHI transport area, remaining at anchor for the remainder of the day. Time was spent effecting ship's force repairs and upkeep to various equipment throughout the ship.

0800
26-23 N
127-41 E

1200
Anchored
HAGUSHI, OKINAWA

2000
Anchored
HAGUSHI, OKINAWA

U.S.S. PAUL HAMILTON (DD590)
9 May 1945

ZD-9

At 0510 the ship got underway, and in company with T'G. 54.3 including USS SALT LAKE CITY, USS BARTON (DD722), and USS LANS (DD558), proceeded to KERAMA RETTO for logistics.

Having arrived at KERAMA RETTO at 0700, the day was spent rearming and refueling.

At 1730 this ship escorted the SALT LAKE CITY back to the western OKINAWA area and at 1936 anchored in the HAGUSHI transport area for the night.

DD590/A16
Serial: 027

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

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C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

9 May 1945 (Cont'd)

Numerous enemy planes were over OKINAWA throughout the night, keeping the crew at General Quarters almost continually until daybreak.

0800
26-10 N
127-19 E

1200
26-10 N
127-19 E

2000
26-22 N
127-42 E

U.S.S. PAUL HAMILTON (DD590)
10 May 1945

ZD-9

The ship got underway at 0510 to proceed to NAKAGUSUKU WAN to report to C.T.G. 51.19 for fire support duty. Prior departure from the HAGUSHI area, mail for ships of T.G. 51.19 was received aboard.

At 0947 the ship anchored in NAKAGUSUKU WAN, having reported to C.T.G. 51.19 in USS TEXAS (BB35), and commenced firing on enemy ground installations at 1000.

Throughout the day, firing was interrupted several times by enemy air activity in the area. The ship ceased firing at 1700 and at sunset shifted anchorage berths to take position for night illumination and harrassing firing missions. Firing was resumed at 2014.

0800
26-08 N
127-58 E

1200
26-13 N
127-49 E

2000
26-13 N
127-51 E

U.S.S. PAUL HAMILTON (DD590)
11 May 1945

ZD-9

At 0555 the ship shifted berths and prepared to conduct further firing into enemy installations on southern OKINAWA.

About 0805, after a night of interference from enemy air activity over OKINAWA, it was reported that strong waves of enemy planes were approaching OKINAWA from the north. During the alert, ships of T.G. 51.19 were underway, lying to, in preparation for the expected attack. However, the extremely effective C.A.P. consisting of Marine Corsair fighters practically completely squelched the enemy raids before the latter were within striking distance of OKINAWA; and at 0914 the alert ended without damage to T.G. 51.19.

The ship anchored again at 1020, and commenced shore bombardment as scheduled at 1046.

Firing was ceased at 1600, berths shifted at 1845, and night illumination and harrassing fire was commenced at 1855.

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Serial: 027

U.S.S. PAUL HAMILTON (DD590)
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C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

11 May (Cont'd)

0800
26-13 N
127-49 E

1200
26-14 N
127-49 E

2000
26-14 N
127-51 E

U.S.S. PAUL HAMILTON (DD590)
12 May 1945

ZD-9

Night firing was ceased at 0520, and at 0617 the ship got underway to shift berths prior to firing the day's support mission. At 0734 firing was commenced from the new anchorage berth in cooperation with Shore Fire Control Party and VOF. Firing was ceased at 1645, berths shifted at 1856, and night illumination commenced at 2004.

Enemy air activity was again considerable at sunset.

0800
26-13 N
127-49 E

1200
26-13 N
127-49 E

2000
26-13 N
127-49 E

U.S.S. PAUL HAMILTON (DD590)
13 May 1945

ZD-9

Night harrassing and illumination fire was continued throughout the night, the policy of the ship being to use smokeless powder during Air Flash White and to shift to flashless powder in the event of Air Flash Blue or Red.

At 0500 this ship and the LAYS and the R. P. LEARY escorted the NEW YORK from NAKAGUSUKU WAN to Fire Support Sector #6. Upon arrival this ship and the R. P. LEARY proceeded to KERAMA RETTO for logistics, arriving at 0845.

Because of poor expediting of ammunition replenishment assignments, this ship was unable to load ammunition to full allowance during the day, and at 1730 got underway to proceed to NAKAGUSUKU WAN with the R. P. LEARY, reporting to C.T.G. 51.19 at 1920.

Night illumination and harrassing fire was commenced at 2049, and the ship anchored at 2052.

0800
26-07 N
127-24 E

1200
26-10 N
127-19 E

2000
26-13 N
127-53 E

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Serial: 027

U.S.S. PAUL HAMILTON (DD590)
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C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

U.S.S. PAUL HAMILTON (DD590)
14 May 1945

ZD-9

Night illumination and harrassing fire was completed at 0530, and at 0715 after radio communications had been established with the assigned shore fire control party and VOF, fire was resumed in support of ground operations in southern OKINAWA.

At 0925 this ship proceeded to KATSUREN WAN, to the north of the Baker anchorage, to load starshells from an LST. Upon completion, the PAUL HAMILTON returned to relieve the ST. LOUIS of her fire support duties while the latter replenished ammunition.

Firing was continued throughout the day, and night illumination and harrassing fire was commenced at 1915.

0800
26-13 N
127-49 E

1200
26-13 N
127-50 E

2000
26-14 N
127-50 E

U.S.S. PAUL HAMILTON (DD590)
15 May 1945

ZD-9

At daybreak, the night's firing mission having been completed, the ship proceeded in accordance with orders of CTF 52 to KERAMA RETTO for a scheduled 72 hour period of tender availability for repairs and maintenance especially to boilers and the main battery.

After replenishing ammunition to full allowance, the ship went alongside U.S.S. HAMUL (AD20) at 1745, the 72 hour period commencing at that time.

0800
26-07 N
127-24 E

1200
26-10 N
127-19 E

2000
26-13 N
127-19 E

U.S.S. PAUL HAMILTON (DD590)
16 May 1945

ZD-9

Repairs, overhaul, routine maintenance and up-keep, work and training for sonar and radar personnel occupied the crew throughout the day, assistance being rendered by the HAMUL as necessary.

For the first time in two months the crew was given an opportunity to see movies on board ship.

0800
Moored at
KERAMA RETTO

1200
Moored at
KERAMA RETTO

2000
Moored at
KERAMA RETTO

DD590/A16
Serial: 027

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

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C O N F I D E N T I A L

15 June 1945

Subject: War Diary-May 1945

U.S.S. PAUL HAMILTON (DD590)
17 May 1945

ZD-9

The day was spent alongside the HAMUL (AD20), and further work was accomplished on the boilers and the 5" battery, among numerous other priority repairs. Further valuable training was rendered by the tender to sonar and radar personnel in ASW exercises.

0800
Moored at
KERAMA RETTO

1200
Moored at
KERAMA RETTO

2000
Moored at
KERAMA RETTO

U.S.S. PAUL HAMILTON (DD590)
18 May 1945

ZD-9

Availability alongside the tender ended at 1700 this date, at which time the ship got underway. Results of the 72 hour period were most satisfying, and the assistance provided by USS HAMUL was in all respects excellent. Much credit is due this tender for its cooperation.

During the morning Captain H. J. MARTIN, Squadron 51, USN, was detached from USS HALL (DD583) and ordered to proceed and report to ComSeventhFlt, at LEYTE, P.I. Commander L. BALDAUF U.S.N. Commanding Officer, U.S.S. HALL (DD583), assumed temporary command of Destroyer Division 101.

At 1700 this ship got underway and reported for duty to C.T.G. 54.3 in U.S.S. MOBILE (CL63). At 1730 this ship, in company with U.S.S. MOBILE (CL63), U.S.S. CALLAGHAN (DD792), and U.S.S. BARTON (DD722), proceeded from KERAMA RETTO toward western OKINAWA. At 1800 the three destroyers left U.S.S. MOBILE to report to C.T.G. 54.1 in U.S.S. SALT LAKE CITY (CA25, Com CruDiv 5) for night fire support assignments west of NAHA.

Task Group 54.1 included U.S.S. SALT LAKE CITY (CA25), U.S.S. VICKSBURG (CL86), U.S.S. BARTON (DD722), U.S.S. MISSISSIPPI (BB41), U.S.S. VINCENNES (CL64), U.S.S. PAUL HAMILTON (DD590), U.S.S. H.L. EDWARDS (DD663), U.S.S. HALL (DD583), and U.S.S. CALLAGHAN (DD792).

Following the dissolution of a dusk alert anti-aircraft cruising disposition in which T.G. 54.1 steamed to the westward of NAHA City, U.S.S. SALT LAKE CITY and U.S.S. PAUL HAMILTON proceeded to patrol about 6000 yards off NAHA, delivering harrassing fire and illumination on the coastline and also harrassing certain assigned enemy positions inland.

0800
Moored at
KERAMA RETTO

1200
Moored at
KERAMA RETTO

2000
26-12 Net
127-35 E

DD590/A16
Serial: 027

U.S.S. PAUL HAMILTON (DD590)
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C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

U.S.S. PAUL HAMILTON (DD590)
19 May 1945

ZD-9

"Flycatcher" duties with the SALT LAKE CITY culminated at dawn, and the ship proceeded to take a position for anchoring favorable for firing into enemy strongholds south of American front lines just north of NAHA City. Firing was commenced shortly after noon with the aid of a shore fire control party. No VOF was supplied. However, some excellent shooting by this ship was reported by the shore fire control party, and several enemy strongpoints were neutralized or destroyed.

Firing was checked at 1610, and the ship was underway during the dusk alert period, anchoring after dark north of NAHA.

At 1957, still as a unit of T.G. 54.1, this ship commenced night harrassing and illumination fire.

A heavy Jap air attack had been expected during dusk and moonlight hours, but no hint of an attack developed during the night.

0800
26-11 N
127-36 E

1200
26-15 N
127-47 E

2000
26-19 N
127-42 E

U.S.S. PAUL HAMILTON (DD590)
20 May 1945

ZD-9

After completion of the night's firing mission, the ship reported to C.T.G. 54.2 in U.S.S. NEW YORK (BB34), and anchored in the HAGUSHI transport area at 0730. The remainder of the day was spent at anchor.

0800
At Anchor
HAGUSHI Anchorage

1200
At Anchor
HAGUSHI Anchorage

2000
At Anchor
HAGUSHI Anchorage

U.S.S. PAUL HAMILTON (DD590)
21 May 1945

ZD-9

The ship joined T.G. 54.3 at 0500, getting underway at that time and proceeding to KERAMA RETTO for logistics in company with USS WEST VIRGINIA (BB48), (CTG 54.3), USS COLORADO (BB45), USS VICKSBURG (CL86), and USS HALL (DD583). Arriving at KERAMA RETTO, at 0700, this ship spent the day

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U.S.S. PAUL HAMILTON (DD590)
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C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

U.S.S. PAUL HAMILTON (DD590)
21 May 1945 (Cont'd)

ZD-9

loading ammunition and fueling.

Task Group 54.3 sortied from KERAMA RETTO at 1700, proceeding from there to western OKINAWA. This ship reported to C.T.G. 54.1 in USS MOBILE (CL63) for night firing assignment at 1830.

Shortly before sunset, several enemy planes attacked shipping near OKINAWA. USS IRWIN (DD794), attached to T.G. 54.1, reported shooting down a "Tony" about 1900. No damage to American Ships or installations was reported.

After dark, the PAUL HAMILTON commenced night harrassing fire on enemy installations on southern OKINAWA from a position approximately between NAHA City and KIESE SHIMA.

0800
At KERAMA RETTO

1200
At KERAMA RETTO

2000
26-14 N
127-36 E

U.S.S. PAUL HAMILTON (DD590)
22 May 1945

ZD-9

Having completed the night's mission, this ship, still attached to T.G. 54.1, now under command of ComCruDiv 5 in U.S.S. SALT LAKE CITY (CA25), remained in approximately the same position throughout the morning and afternoon working with a shore fire control party and delivering area harrassing fire as called for. Visibility was very poor, and no definite enemy targets could be taken under fire.

At 1825 T.G. 54.1, consisting of USS SALT LAKE CITY (CA 25), USS WICHITA (CA45), USS HALL (DD584), USS LANSDOWNE (DD486), USS IDAHO (BB42), USS PAUL HAMILTON (DD590), USS MOBILE (CL63), USS IRWIN (DD794), and USS R.P. LEARY (DD664), formed a special anti-aircraft disposition and steamed during dusk alert period west of NAHA and south of KIESE SHIMA. Upon dissolution of this "6VT" formation (ordered by ComCruDiv 5), USS MOBILE and PAUL HAMILTON remained in the area, patrolling on "flycatcher" duty, harrassing enemy positions on the southwestern coast of OKINAWA and providing illumination and any other necessary support for the inshore LCI patrol. No enemy activity near the coastline was noted during the night.

0800
26-13 N
127-35 E

1200
26-15 N
126-35 E

2000
26-10 N
127-35 E

DD590/A16
Serial: 027

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

cjm

C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

U.S.S. PAUL HAMILTON (DD590)
23 May 1945

ZD-9

Still attached to T.G. 54.1, now under the command of ComBatDiv 4 in USS IDAHO (BB42), this ship worked all day with shore fire control party and VOP's for escort carriers, firing at designated enemy targets.

The ship reported to C.T.G. 54.2 at 1800 and anchored for the night in the HAGUSHI transport area.

During the night several enemy planes approached OKINAWA through very poor visibility and low ceiling. No attacks were known to have been made.

0800
26-15 N
127-39 E

1200
26-15 N
127-36 E

2000
26-20 N
127-43 E

U.S.S. PAUL HAMILTON (DD590)
24 May 1945

ZD-9

At 0500 the ship reported to C.T.G. 54.3 in USS MISSISSIPPI (BB41), and in company with the latter and USS ROCKS (DD804) proceeded to KERAMA RETTO for rearming and refueling.

Upon fulfillment of logistics, the ship left KERAMA RETTO and proceeded to HAGUSHI in company with USS NEW YORK (BB34), USS MISSISSIPPI (BB41), and USS ROCKS (DD804). The ship anchored at HAGUSHI at 1936 in company with T.G. 54.2, C.T.G. 54.2 in USS IDAHO (BB42). During the night, several enemy planes were in the immediate area.

0800
26-13 N
127-20 E

1200
26-12 N
127-20 E

2000
26-21 N
127-43 E

U.S.S. PAUL HAMILTON (DD590)
25 May 1945

ZD-9

At 0820 the ship got underway and proceeded to fire support sector #3 to relieve USS LAWS (DD556) of fire support duties. At 0919, this ship commenced firing in cooperation with a shore fire control party, the weather being too inclement to permit use of spotting planes.

DD590/A16
Serial: 027

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

ejm

C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

25 May 1945 (Cont'd)

During the morning enemy planes were almost constantly in the area, causing numerous interruptions in fire support missions.

At 1816 the ship was released from fire support duties and proceeded to the HAGUSHI anchorage, reported to C.T.G. 54.2 in USS SALT LAKE CITY (CA25) for duty, and anchored for the night at HAGUSHI.

0000
26-21 N
127-43 E

1200
26-14 N
127-37 E

2000
26-21 N
127-42 E

U.S.S. PAUL HAMILTON (DD590)
26 May 1945

ZD-9

At 0632 the ship got underway and joined USS VICKSBURG (CL86) to proceed to MAKAGUSUKU WAN to report to C.T.G. 54.19 for duty in connection with fire support.

Having reported to C.T.G. 51.19 (ComCruDiv 6 in USS SAN FRANCISCO CA38), the ship anchored in MAKAGUSUKU WAN at 1030 and stood by for fire support.

Firing was commenced at enemy ground installations (area harassing fire) at 1508.

At 1840 the ship shifted berths for night fire support mission; and at 1927 night illumination firing was started.

0800
26-04 N
127-30 E

1200
Anchored
MAKAGUSUKU WAN,
OKINAWA

2000
Anchored
MAKAGUSUKU WAN,
OKINAWA

U.S.S. PAUL HAMILTON (DD590)
27 May 1945

ZD-9

The night's mission was completed at 0542; and at 0620 the ship shifted anchorage berths to assume a position more favorable for day's scheduled firing.

At 0730 enemy planes broke through the combat air patrol and attacked shipping around OKINAWA. This ship got underway and took up an AA patrol station to seaward of the heavy ships of T.G. 51.19.

DD590/A16
Serial: 027

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

cjm

C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

U.S.S. PAUL HAMILTON (DD590)
27 May 1945 (Cont'd)

ZD-9

All clear was sounded at 1040, and the PAUL HAMILTON proceeded to anchor to deliver fire support mission. Firing was commenced at 1303, and ceased at 1600. The ship shifted berths at 1810 and commenced night harrassing and illumination fare at 1819.

0800
26-13 N
127-33 E

1200
26-13 N
127-33 E

2000
26-14 N
127-37 E

U.S.S. PAUL HAMILTON (DD590)
28 May 1945

ZD-9

The ship remained at General Quarters almost continually throughout the night while, numerous raids of enemy planes flew over the OKINAWA area. It is believed most of the enemy's night raiders are of the nuisance type.

At 0722, during Air Flash Blue, an enemy plane, attempting to crash dive USS WEST VIRGINIA (BB48) anchored about 1000 yards of this ship, was knocked down by AA fire from the WEST VIRGINIA and the cruiser PORTLAND. Apparently the plane had sneaked around the island, closely hugging the rocky coastline to avoid radar interception and appeared over the waters of the bay about 30 seconds prior to being shot down.

Thereafter enemy planes continued to attack shipping around OKINAWA without much success until 0858 at which time all enemy planes had cleared the area.

Shortly afterward, the ship anchored, and commenced firing with the aid of a VOF and shore fire control party at 1235.

Firing was ceased at 1545. At 1550 this ship was ordered detached from T.G. 31.19 and got underway to proceed to the HAGUSHI area to report to C.T.G. 32.12.

The ship anchored for the night at HAGUSHI at 1933.

DD590/A16
Serial: 027

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

cjm

C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

28 May 1945 (Cont'd)

As per C.T.F. 51's 271335 of May 1945, T.F. 51 became
T.F. 31 of the U.S. Third Fleet at 0000 May 28, 1945.

0800
26-14 N
127-50 E

1200
26-14 N
127-50 E

2000
26-20 N
127-44 E

U.S.S. PAUL HAMILTON (DD590)
29 May 1945

At 0511 the PAUL HAMILTON, USS BEALE (DD471) and USS
TWIGGS (DD591) proceeded to KERAMA RETTO for replenishment of fuel and amm-
unition. The Commanding Officer of the PAUL HAMILTON now assumed command
of DesDiv 101, since the departure of USS HALL (DD583 for IHEYTE, P.I.

Upon completion of replenishment, this ship anchored in
KERAMA RETTO for the night.

0800
26-12 N
127-20 E

1200
26-11 N
127-20 E

2000
26-10 N
127-20 E

U.S.S. PAUL HAMILTON (DD590)
30 May 1945

ZD-9

At 0530 the ship got underway and proceeded to the
HAGUSHI area, and having reported to C.T.G. 31.25 in USS BISCAYNE (AGC18) for
temporary duty, anchored in the HAGUSHI area.

0800
Anchored HAGUSHI,
OKINAWA

1200
Anchored HAGUSHI,
OKINAWA

2000
Anchored HAGUSHI,
OKINAWA

U.S.S. PAUL HAMILTON (DD590)
31 May 1945

ZD-9

At 2313 the ship got underway in company with Task Unit
31.25.31 to carry out ComPhibGrps 4 Op Plan A408-45, involving the capture
and defense of IHEYA SHIMA, northwest of OKINAWA SHIMA. Ships of the Unit
included USS CONVERSE (DD509), USS PAUL HAMILTON (DD590), USS TWIGGS (DD591),
USS BEALE (DD471), and USS DALY (DD519). Task Unit 31.25.31 included the fire
support ships assigned to the operation.

DD590/A16
Serial: 027

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

cjm

C O N F I D E N T I A L

15 June 1945

Subject: War Diary - May 1945

U.S.S. PAUL HAMILTON (DD590)
31 May 1945 (Cont'd)

ZD-9

The five destroyers, under tactical command of C.T.U.
31.25.31 in USS CONVERSE (DD509), steamed in column west, then north toward
the objective area, preceding the main body of LST's, etc. included in T.G.
31.25

0800
Anchored, HAGUSHI,
OKINAWA

1200
Anchored, HAGUSHI,
OKINAWA

2000
Anchored, HAGUSHI,
OKINAWA

Carlson
D. CARLSON

cc: CinCPac

DD590/A16-3
Serial: 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif

REG. NO 7440
P. E. NO
REG. SHEET NO 69
10 July 1945

DECLASSIFIED

C-O-N-F-I-D-E-N-T-I-A-L

From: Commanding Officer
To : Commander in Chief, UNITED STATES FLEET.

Subject: War Diary - June 1945.

Reference: (a) CinCPac conf ltr LCL-45 of 1 January 1945.

USS PAUL HAMILTON (DD590)
1 June 1945.

ZD(-9)

At 0115 T.U. 31.25.31, consisting of USS CONVERSE (DD509), CTU 31.25.31), USS PAUL HAMILTON, USS SEALE, USS DALY, and USS TWIGGS, proceeding in accordance with ComPhibGroup FOUR Operation Plan A-408-45 to Iheya Shima, Okinawa Gunto, from the Hagushi Transport Area, effected rendezvous with a minesweeping unit (T.U. 32.5.4) and proceeded in company toward the objective preceding the main body of LST's and accompanying ships of T.G. 31.25 (CTG 31.25, Rear Admiral REIFSCHNEIDER, USN, in USS BISCAYNE (AGC18)).

Visibility was very poor. At 0315 CTF 32 at Hagushi ordered CTG 31.25 to postpone the operation and return immediately to the Hagushi Anchorage.

While Iheya Retto was in full view (the visibility of the objective area was improved rapidly after 0300) all ships of the attacking force turned back to set course for Hagushi. It is believed that the Japanese at Iheya Retto must have seen the minesweeping unit and the gunfire support ships as they approached the objective.

At 0952 the ship anchored to seaward of the LST's in the Northern part of the Hagushi Anchorage after screening the heavy ships returning to the anchorage area.

The ship fueled in the afternoon from USS ENOREE (AO69) off Zampa Misaki and returned to anchor at 1520.

Positions

0800	26-28 N	1200	26-21 N	2000	26-21 N
	127-31 E		127 30 E		127-30 E

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FILMED

DD590/AL6-3
Serial: 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif

10 July 1945

CONFIDENTIAL

Subject: War Diary - June 1945.

USS PAUL HAMILTON (DD590)
2 June 1945

The ship remained at anchor throughout the day. Again the scheduled invasion of Iheya Shima was postponed another twenty-four (24) hours.

Positions

0800	Anchored, Hagushi Area, Okinawa	1200	Anchored, Hagushi Area, Okinawa	2000	Anchored, Hagushi Area, Okinawa
------	------------------------------------	------	------------------------------------	------	------------------------------------

USS PAUL HAMILTON (DD590)
3 June 1945

At 0113 the ship got underway and acting ComDesDiv 101 in USS PAUL HAMILTON assumed command of T.U. 31.25.31 during the absence of USS CONVERSE whose sortie was delayed because of an engineering casualty. At 0120 T.U. 31.25.31 formed in column as follows: USS PAUL HAMILTON, USS BEALE, USS DALY, and USS TWIGGS. After clearing the anchorage, a Northerly course to leave Ie Shima to starboard was set, and the unit proceeded in accordance with previous instructions toward Iheya Shima, the objective area.

A few bogies were in the vicinity of the fire support ships enroute, but they did not detect the movement of the ships northward, it is believed.

At 0623 ComDesDiv 46 relieved ComDesDiv 101 as C.T.U. 31.25.31, the USS CONVERSE having joined the fire support unit.

At 0715 course was set to put the fire support ships in position to commence firing on Iheya Shima eastern beach areas, preparatory to initial landings on the island. The fire support ships steamed to the East and slightly on the of the minesweepers, remaining outside the 100 fathom curve until the shallower water was swept clear of mines.

At 0730 the minesweepers had completed their exploratory runs in the vicinity of the eastern shore of Iheya Shima with negative results and proceeded north to round the island to the westward.

The fire support ships proceeded independently to their assigned stations. At 0747 the ship went to General Quarters; and while closing the range to the beach fire was opened at 0815.

Area neutralization and harassing fire was continued until 1045 when the first waves of elements of the SECOND Marine Division landed on Iheya Shima. Fire was subsequently lifted to inland areas, and at 1110 the ship ceased firing and stood by in the same position for possible call fire, which was never needed.

The landing proceeded successfully and rapid advances by the Marines were effected. The visibility throughout the day was good, although a very low ceiling prevailed.

DD590/A16-1
Serial: 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

10 July 1945

CONFIDENTIAL

Subject: War Diary - June 1945.

USS PAUL HAMILTON (DD590)
3 June 1945 (continued)

Shortly after 1200 large bogeys were detected closing from the North, estimated to total from 30 to 50 enemy planes. At 1248 Air Flash Blue and at 1300 Air Flash Red were originated by CTG 31.25. From 1300 to 1500 the alert lasted. However, the CAP from Yontan and Ie Shima fields proved so effective that only two or three enemy planes approached within gun range of the assault force. No damage to any ships at Iheya Retto was incurred.

The occupation of Iheya Shima proceeded rapidly and with practically no opposition. The only problem which presented any difficulty was the expeditious unloading of the LST's which had to be unloaded by small craft, the beaches not being suitable for direct ship-to-beach unloading.

At 1802 this ship proceeded to join USS FOOTE on the west side of Iheya Shima to maintain a radar picket and anti-small craft patrol, tactical command being assumed by ComDesDiv 101 upon arrival.

Positions

0800	27 01 N	1200	27 01 N	2000	27 06 N
	128 00 E		128 00 E		127 55 E

USS PAUL HAMILTON (DD590)
4 June 1945

The PAUL HAMILTON and the FOOTE continued radar picket patrol in company with two LCS's to the west of Iheya Shima throughout the day until 1225 when the ships were ordered to rejoin Task Group 31.25 to proceed to anchor off Northwestern Okinawa.

At 1739 the ships of Task Group 31.25 anchored in A/A formation. Two DE's were assigned to patrol to seaward of the anchored ships.

Positions

0800	27 06 N	1200	27 06 N	2000	26 46 N
	127 55 E		127 55 E		128 08 E

USS PAUL HAMILTON (DD590)
5 June 1945

At 0400 Task Group 31.25 got underway to resume unloading operations at Iheya Shima, the danger of the anticipated typhoon having ceased.

At 0528 the PAUL HAMILTON and the FOOTE proceeded independently to the western side of the island to resume their former duties on radar picket patrol, arriving on station at 0620. Patrol was continued throughout the day.

Positions

0800	27 07 N	1200	27 06 N	2000	27 07 N
	127 52 E		127 55 E		127 55 E

DD590/A16-3
Serial: 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

10 July 1945

CONFIDENTIAL

Subject: War Diary - June 1945

USS PAUL HAMILTON (DD590)
6 June 1945

At 0604 the FOOTE was released to proceed on duty assigned, and this ship continued patrol in company with LCS 69.

At 1505 USS CHARLES AUSBURNE joined this ship on patrol and ComDesRon 23 assumed tactical command.

Patrol was continued throughout the day. Occasional bogey contacts alerted ships in the area, but no enemy planes came within gun range of this ship.

Positions

0800 27 04 N
127 52 E

1200 27 06 N
127 56 E

2000 27 08 N
127 56 E

USS PAUL HAMILTON (DD590)
7 June 1945

At 0545 the PAUL HAMILTON and the CHARLES AUSBURNE were relieved on station by USS FOOTE and USS CONVERSE, the former two destroyers proceeding to Kerama Retto for refueling and rearming in accordance with orders of CTG 31.25.

The ship entered Kereama Retto at 0811 and the day was spent fulfilling logistics requirements.

At 1507 the ship got underway, left Kerama Retto, and proceeded to anchor in the Norther part of Hagushi Anchorage to seaward of ships of T.G. 31.25 which had completed operations at Iheya Shima and had returned to Hagushi during the day.

Positions

0800 26 21 N
127 25 E

1200 Moored
Kerama Retto

2000 Anchored
Hagushi, Okinawa

USS PAUL HAMILTON (DD590)
8 June 1945

The ship remained at anchor throughout the day.

Positions

0800 Anchored
Hagushi, Okinawa

1200 Anchored
Hagushi, Okinawa

2000 Anchored
Hagushi, Okinawa

DD590/A16-3
Serial 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif

10 July 1945

CONFIDENTIAL

Subject: War Diary - June 1945

USS PAUL HAMILTON (DD590)
9 June 1945

At 0109 the ship got underway and proceeded to take station in company with Task Group 31.25 disposed in special A/A formation "5A", proceeding with Com-PhibGroup FOUR Operation Plan A-408-45.

Although several bogeys were detected near the assault force proceeding to Aguni Shima, no attack was made.

At dawn Aguni Shima was plainly visible and at 0505, the fire support ships, including this ship, commenced area harassing and neutralization fire on the eastern beach areas of Aguni Shima prior to scheduled landings. This ship fired from 2000 yards off the beach.

At 0610 the island was declared secure, and shortly thereafter unloading operations were commenced on the Southern side of the island. This ship maintained an A/A patrol to seaward of the IST's engaged in unloading operations throughout the day.

At 2015 this ship proceeded to an anti-submarine patrol station about ten miles south of Aguni Shima, arriving on station at 2058.

Several enemy planes were encountered at sunset and during the night by ships of the assault force, but no damage to any ships was incurred. One enemy plane dropped several bright flares near the unloading area at 2233, but the illumination was not followed up with any attack.

Positions

0800 26 32 N
127 11 E

1200 26 32 N
127 10 E

2000 26 31 N
127 11 E

USS PAUL HAMILTON (DD590)
10 June 1945

At 0952 this ship was relieved on anti-submarine patrol by USS EDMONDS and in accordance with orders of CTU 31.25.3 (CDS 23 in CHARLES AUSBURNE) proceeded to relieve USS DALY on A/A station about five miles north of Aguni Shima. This ship relieved the DALY at 1023 and assumed tactical command of ships including USS FOOTE, USS PAUL HAMILTON and USS LCS 120.

At 1117 this ship made a spurr contact and proceeded to investigate. The contact proved to be a large shark swimming nearby.

At 1327, in accordance with orders of CTG 31.25 the FOOTE and the PAUL HAMILTON left the Northern A/A patrol station and effected rendezvous with T.G. 31.25 to return to Hagushi, operations having been successfully completed at Aguni Shima.

At 1734 this ship anchored in the Northern part of Hagushi Anchorage to seaward of the IST's in T.G. 31.25.

Positions

0800 26 30 N
127 12 E

1200 26 29 N
127 15 E

2000 Anchored, Hagushi
Anchorage, Okinawa

DD590/A16-3
Serial: 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

10 July 1945

CONFIDENTIAL

Subject: War Diary - June 1945.

USS PAUL HAMILTON (DD590)
11 June 1945

At 1055 this ship reported for duty to CTG 32, remaining at anchor in the Hagushi Anchorage throughout the day.

Positions

0800 Anchored, Hagushi
Anchorage, Okinawa
USS PAUL HAMILTON (DD590)
12 June 1945

1200 Anchored, Hagushi
Anchorage, Okinawa

2000 Anchored, Hagushi
Anchorage, Okinawa

At 0542 the ship got underway and as part of T.G. 32.11, fire support group, Southern Okinawa, escorted USS IDAHO to fire support ship line off Southwestern Okinawa. This ship commenced A/A patrol to seaward of the firing ships of T.G. 32.14 at 0655.

At 1800 this ship reported to CTG 32.11 (CDS 66 in USS PUTNAM) for night illumination firing off Southwestern Okinawa.

At 1910 a dead Japanese was observed floating face down in the water close aboard the ship and steps were taken to examine the body for any information of military nature. None of the latter was found, however, and the body was returned to the water. It was assumed that the body was that of a Japanese foot soldier previously fighting on Okinawa.

Night illumination was commenced at 2125.

Positions

0800 26 11 N
127 35 E

1200 26 11 N
127 31 E

2000 26 16 N
127 35 E

USS PAUL HAMILTON (DD590)
13 June 1945

At 0400 night illumination was ceased. At 0845 this ship commenced call fire on Southern Okinawa in support of ground operations as requested by the Shore Fire Control Party.

Call fire was ceased at 1623, and thereafter this ship escorted USS IDAHO to fire support Sector #2 in Nakagusuku Wan, reporting for duty at 1830 to CTG 32.14 (ComBatDiv 4 in USS WEST VIRGINIA).

At 1947 this ship anchored in Yonabaru Wan, Nakagusuku Wan, Okinawa prior to delivering night illumination fire. Fire was opened at 2026.

Positions

0800 26 09 N
127 34 E

1200 26 08 N
127 35 E

2000 26 12 N
127 49 E

DD590/A16-3
Serial: 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

10 July 1945

CONFIDENTIAL

Subject: War Diary - June 1945

USS PAUL HAMILTON (DD590)
14 June 1945

Night illumination and harassing fire was ceased at 0507, and the ship got underway at 0520 to proceed to Fire Support Sector #5 off Southwestern Okinawa. At 0700 the PAUL HAMILTON reported to CTG 32.11 in USS TENNESSEE for duty and at 0715 commenced patrolling to seaward of USS MISSISSIPPI providing A/A protection for the latter.

The ship was released from A/A screening duties at 1810 at which time the PAUL HAMILTON reported for duty to CTG 32.11 (ComDesRon 60 in USS BARTON) for delivery of night illumination fire on Southern Okinawa.

At 2015 fire was opened from a position off the Southwestern coast of Okinawa.

Positions

0800 26 11 N
127 34 E

1200 26 09 N
127 34 E

2000 26 10 N
127 36 E

USS PAUL HAMILTON (DD590)
15 June 1945

At 0510 this ship ceased illumination fire and at 0532 reported to USS WEST VIRGINIA to escort the latter to Kerama Retto for logistics replenishment.

The day was spent refueling and rearming at Kerama Retto until 1627 when this ship proceeded with USS WEST VIRGINIA to the Hagushi Anchorage where both ships anchored for the night.

Positions

0800 26 12 N
127 20 E

1200 26 12 N
127 20 E

2000 26 19 N
124 43 E

USS PAUL HAMILTON (DD590)
16 June 1945

At 0508 the ship got underway to join Task Group 32.11 off Southwestern Okinawa, and at 0600 this ship took station for A/A patrol to seaward of the firing ships. Patrol was maintained until 1603, at which time, this ship, detached from Task Group 32.11 proceeded to the Hagushi Anchorage to receive official mail from USS TENNESSEE for further delivery to various units of T.G. 32.11.

Delivery of mail having been completed at 1735, the ship proceeded to fire support sector #3 off the Southwestern Okinawa beaches to deliver night illumination and harassing fire.

Firing was commenced at 2000 and continued throughout the night.

Positions

0800 26 11 N
127 33 E

1200 26 13 N
127 33 E

2000 26 09 N
127 53 E

DD590/AL6-3
Serial: 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

10 July 1945

CONFIDENTIAL

Subject: War Diary - June 1945

USS PAUL HAMILTON (DD590)
17 June 1945

From 0008 until 0259 illumination at the rate of seven stars per hour was delivered for Oboe 810 on Southern Okinawa.

From 0259 to 0319 the flash condition was red. Two bogey raids approached from the west and opened after passing over Kerama Retto.

Harassing fire was completed by 0448.

At dawn mail was transferred to the USS PRESTON after which the USS PAUL HAMILTON was detached from Task Group 32.14, the Eastern Fire Support Group, and directed to proceed to the Hagushi Anchorage in order to receive further instructions from CTF 31 aboard the USS TENNESSEE. On the way to Hagushi mail was transferred to the USS IRWIN. The ship anchored at Hagushi during the morning.

At 1248 this ship in company with the USS VINCENTNES got underway to proceed to Pearl Harbor, T.H., via Guam Island, Marianas, Islands, and Eniwetok Atoll, Marshall Islands, in accordance with ComTHIRD Fleet dispatch 040104 of June 1945 and CTF 31 dispatch 161205 of June 1945. Speed of advance 16 knots.

Positions

0800	1200	2000	24 54 N
Anchored at Hagushi, Western Beaches,			128 31 E
Okinawa Shima, Nansei Shoto			

USS PAUL HAMILTON (DD590)
18 June 1945

At 1450 the ship maneuvered independently to investigate a merchant type life raft which was discovered to be empty and disclosed no identification marks.

Positions

0800	22 41 N	1200	21 52 N	2000	20 20.6 N
	130 14 E		130 42 E		132 05 E

USS PAUL HAMILTON (DD590)
19 June 1945

The commanding officer made a material inspection of the ship during the morning and afternoon.

Positions

0800	18 41 N	1200	21 52 N	2000
	134 37 E		135 07 E	

DD590/A16-3
Serial: 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

10 July 1945

CONFIDENTIAL

Subject: War Diary - June 1945

USS PAUL HAMILTON (DD590)
20 June 1945

From 1444 to 1602 the ship fueled from the USS VINCENNES.
SG surface radar contact at 2143 bearing 196°(T) at 10 miles
was challenged over TBS and identified as USS WHITE PLAINS (CVE66).
At 2316 a second surface contact was picked up on the SG radar
at 14 miles bearing 159°(T). The contact was challenged over TBS without
reply. The target was tracked on course 045°(T) at 10 knots.

Position

0800	15 39 N	1200	14 58.4 N	13 43 N
	139 24 E		140 54.1 E	142 50 E

USS PAUL HAMILTON (DD590)
21 June 1945

At 0003 the PAUL HAMILTON was ordered to investigate the SG
radar surface contact of 2316 June 20.

At 0009 the contact was closed to a mile, successfully chal-
lenged by light, and identified as the USS CHESTNUT (AN11). The USS PAUL
HAMILTON rejoined and took station ahead of the USS VINCENNES.

At 0055 made radar contact (SG) on Guam Island, Marianas Islands,
at 45 miles, bearing 080°(T).

0200 Changed zone description to (-10).

At 0452 Passed Guam Island, Marianas Islands, abeam to port at
12 miles. Lights from the island were visible against the sky.

At 0744 the ship commenced A/A exercises with main and machine
gun batteries firing on a sleeve in "Tare" runs. Completed A/A firing at 0852.

At 2045 SG surface contact to the south at 23 miles was ident-
ified as CDS 47 in company with Task Unit 30.13 on base course 073°(T) 15 knots.

Positions

0800	12 58 N	1200	12 52.9 N	2000	12 41 N
	145 31 E		146 28.7 E		148 38 E

USS PAUL HAMILTON (DD590)
22 June 1945.

Proceeding as before to Eniwetok Atoll, Marshall Islands (an
intermediate stop for fuel) and Pearl Harbor. Made radar contact and visual
sightings on various merchantmen and U.S. Naval Auxiliaries throughout the day.

Positions

0800	12 26.3 N	1200	12 22 N	2000	12 08.5 N
	151 29.5 E		152 27 E		154 33 E

DD590/A16-3
Serial 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif

10 July 1945

CONFIDENTIAL

Subject: War Diary - June 1945

USS PAUL HAMILTON (DD590)
23 June 1945

ZD(-10)

At 0200 the zone description time was changed to (-11)
During the morning the Commanding Officer made a personnel inspection at the conclusion of which the crew was mustered to witness the presentation of an "Order of the Purple Heart" Award.

Various radar contacts and visual sightings of friendly shipping were again made throughout the day.

Positions

0800 11 42.5 N
157 15.0 E

1200 11 30.6 N
158 14.3 E

2000 11 17 N
160 09 E

USS PAUL HAMILTON (DD590)
24 June 1945

ZD (-11)

At 0330 contact on Eniwetok Atoll, Marshall Islands, or on shipping within the atoll was made on the SG radar bearing 048°(T), 25 miles.

At 0630 the USS PAUL HAMILTON preceded by the USS VINCENNES entered Eniwetok Atoll, both ships proceeding alongside Naval auxiliaries for fuel.

From 0840 to 1039 the ship fueled from the USS YOL63 in berth L-2, Anchorage A.

At 1127 the USS PAUL HAMILTON and the USS VINCENNES departed from Eniwetok Atoll for passage to Pearl Harbor, Oahu, T.H.

At 1230 the USS KASAAN BAY (CVE69) was passed on an opposite course 1000 yards abeam to starboard.

Friendly shipping was again contacted and sighted intermittently throughout the day.

Positions

0800
Eniwetok Atoll, Marshall Islands.

1200

2000 11 44 N
164 38 E

USS PAUL HAMILTON (DD590)
25 June 1945

The crew was exercised in General Drills during the morning.
A few contacts with friendly shipping were made during the day.

Positions

0800 12 35 N
167 24 E

1200 12 54.4 N
168 16.8 E

2000 13 28 N
170 09 E

DD590/A16-3
Serial: 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL

10 July 1945

Subject: War Diary - June 1945

USS PAUL HAMILTON (DD590)
26 June 1945

At 0200 Changed Zone Description time to (-12). A few contacts with friendly shipping were again made today.

Positions

0800	14 12 N 173 02.5 E	1200	14 32 N 174 03 E	2000	15 01.5 N 176 06.2 E
------	-----------------------	------	---------------------	------	-------------------------

USS PAUL HAMILTON (DD590)
27 June 1945

ZD (-12)

During the morning the commanding officer conducted a personnel inspection.

Again friendly shipping was occasionally encountered during the day.

Positions

0800	15 59 N 179 20 E	1200	16 06.6 N 179 46.3 W	2000	16 33 N 177 36 W
------	---------------------	------	-------------------------	------	---------------------

USS PAUL HAMILTON (DD590)
27 June 1945

ZD (+12)

At 0000 the Zone Description time was changed to (plus 12).

At 0910 the ship started to fuel from the USS VINCENNES.

At 1037 water in the fuel oil resulted in the loss of suction in the forward fire room. The commanding officer of the USS VINCENNES at once diagnosed the trouble and stopped his engines in time to prevent the loss of fuel hoses. The after boiler supplied steam until suction was regained forward at 1055. At 1113 fueling was completed.

At 1325 the ship went to General Quarters for test firing of 5"/38 caliber A/A Common projectiles, fuse Mk 53, Mod. 40LM HET was also fired. Testing was completed by 1356.

At 1700 the USS PAUL HAMILTON proceeded to open the range on the USS VINCENNES preparatory to a practice torpedo run. The run was successfully executed after dark and before the moon was up. The USS VINCENNES took evasive courses and speeds while the USS PAUL HAMILTON closed to high speed effective range, simulated firing, retired to intermediate range and again simulated firing.

Positions

0800	17 13.5 N 174 43 W	1200	17 27 N 173 43 W	2000	17 49 N 171 43 W
------	-----------------------	------	---------------------	------	---------------------

DD590/A16-3
Serial: 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif

10 July 1945

CONFIDENTIAL

Subject: War Diary - June 1945

USS PAUL HAMILTON (DD590)
28 June 1945

At 0200 the Zone Description time was changed to (plus 11)
During the morning general drills were held.

Positions

0800 18 17.2 N
174 43 W

1200 18 30 N
173 43 W

2000 17 49 N
171 43 W

USS PAUL HAMILTON (DD590)
29 June 1945

ZD (+11)

At 1000 the Zone Description time was changed to (plus 10½).

At 1122 a sonar contact was made at 800 yards bearing 090°(T).
The echo was lost a minute later when the range had closed to 500 yards on the same bearing. The contact was evaluated as doubtful and was not regained. After passing over the position of the contact operations observant were commenced. In the meantime the USS VINCENNES made emergency maneuvers and effectively concealed herself in stack smoke. At 1224 the ship rejoined USS VINCENNES.

At 1400 Zone Description time was changed to (plus 10)

At 1900 Zone Description time was changed to (plus 9½)

Positions

0800 19 13 N
162 24 W

1200 19 20 N
161 58 W

2000 19 37 N
159 46 W

USS PAUL HAMILTON (DD590)
30 June 1945

ZD (+9½)

During the night of 29-30 June frequent radar and visual contacts were made on friendly shipping for the most part headed west and burning navigational lights.

Twice the USS VINCENNES ordered cease zig-zagging to avoid merchantmen, once at 0042 and again at 0210.

At 0400 a pre-dawn simulated air attack was started. A division of Corsairs split into three raids, closed several times to four or five miles and dropped a large quantity of window. The window was effective on the SC radar, but did not prevent tracking. A skillfully maneuvered decoy plane drew attention from the main group as the attack was driven home.

At 0630 tracking exercises on torpedo attack planes started.

At 0819 Scheduled A/A gunnery exercises for all batteries were commenced in operating area G-10 with tractor planes towing sleeves.

DD590/A16-3
Serial: 031

U.S.S. PAUL HAMILTON (DD590)
Fleet Post Office
San Francisco, Calif.

10 July 1945

CONFIDENTIAL

Subject: War Diary - June 1945

USS PAUL HAMILTON (DD590)
30 June (continued)

0820-0900 the tow plane made Baker runs.
0900-0945 George runs
0945-1030 Charlie-Tare runs
1030-1115 Uncle runs

From 1130 to 1230 elementary fighter director exercises were conducted with two divisions of Hellcats, the USS VINCENNES and USS PAUL HAMILTON taking turns as Fighter Director Ship. Fighter direction was reduced to a minimum because the "bogey" division made their attacks after opening out to only five or six miles.

1345-1445 The USS VINCENNES and the USS PAUL HAMILTON conducted a radar calibration practice with a tow and sled.

1730 This ship entered Pearl Harbor entrance channel preceded by USS VINCENNES and at 1900 moored in berth D-1, Middle Loch, Pearl Harbor, Oahu, T.H., for logistics.

Carlson
D. CARLSON

DD590/A16-3
Serial 033

DECLASSIFIED **D E N T I A L**

x
none
U.S.S. PAUL HAMILTON (DD590),
c/o Fleet Postoffice,
San Francisco, California,
1 September 1945

From: Commanding Officer.
To : Commander in Chief, UNITED STATES FLEET.

Subject: War Diary - July 1945.

Reference: (a) CinCPac Conf Ltr LCL-45 of 1 January 1945.

USS PAUL HAMILTON (DD590)

1 July 1945

2D plus 9½

The ship was underway at 1649, proceeding for the Destroyer Base, San Diego, California for routine overhaul. The passage was smooth and uneventful.

0000

1200

2000

21-22-59N

21-22-59N

21-16-7N

158-36-30W

158-36-30W

157-32W

2 July 1945

2D plus 9½

0000

1200

2000

22-395N

23-046N

23-50N

154-54W

153-55W

151-56-8W

3 July 1945

2D plus 9½

0000

1200

2000

25-00-00N

25-23N

26-10N

148-06W

148-06W

146-06W

4 July 1945

2D plus 8½

0000

1200

2000

27-10N

27-34N

28-21N

142-58W

142-00W

139-49W

5 July 1945

2D plus 8

0000

1200

2000

29-17-8 N

27-34 N

28-21 N

142-58 W

142-00 W

139-49 W

6 July 1945

2D plus 7½

0000

1200

2000

31-04 N

31-20½ N

31-45 N

129-52 W

128-51 W

126-38 W

7 July 1945

2D plus 7

At 1900 the SG radar made contact on land identified as San Nicolas Island and fathometer readings were started.

At 2125 a fathometer reading of 5'1 fathoms was obtained on a section of Tanner Bank. Approach to the entrance of San Diego Bay was sided by fathometer plot

139115

FILMED

DD590/A16-3
Serial 033

U.S.S. PAUL HAMILTON (DD590),

1 September 1945

Subject: War Diary - July 1945.

radar contact on land, and navigational lights.

POSITIONS

0600	1200	2000
32-20.5 N	32-31 N	32-51.8 N
133-19.8 W	122-13.9 W	119-52.5 W

8 July 1945

2D plus 7

Pt Loma light was sighted at 0600 and at 0540 the ship passed the seaward channel buoy. The Boarding Officer was received aboard a few minutes later.

At 0630 the ship passed into inland waters and San Diego Bay.

At 0739 the ship moored alongside the USS KIMBERLY (DD521) at pier #3.

At 1132 the ship was underway headed for Mole pier to unload ammunition.

The ship moored at Mole pier by 1200 and unloading of the standard ammunition was commenced.

By 1934 the ship had completed unloading ammunition and returned to the former nest alongside the USS KIMBERLY (DD521) at pier #3.

0600	1200	2000
32-42N	32-42N	32-42 W
117-09W	117-09W	117-09W

9-31 July

At U.S. Naval Repair Base, San Diego, California, undergoing routine overhaul. Repairs being accomplished as listed in ComDesPac's restricted letter serial #0384 of 25 June 1945. Alterations being accomplished as listed in ComDesPac's restricted letter serial #0451 of 17 June 1945. The ship is maintaining a program of leave, recreation, and training under COMDEPAC for all men.

D. Carlson
D. C. CARLSON

DD590/A16-3
Serial 034

DECLASSIFIED
CONFIDENTIAL

x

U.S.S. PAUL HAMILTON (DD590)
a/o Fleet Postoffice,
San Francisco, California,
1 September 1945

None

From: Commanding Officer.
To: Commander-in-Chief, UNITED STATES FLEET.

*Recorded
9/27*

Subject: War Diary - August 1945.

Reference: (a) CinCPac Conf. Ltr. 1CL-45 of 1 January 1945.

1. 31 August 1945

2D plus 7

At U.S. Naval Repair Base, San Diego, California, undergoing routine overhaul repairs being accomplished as listed in ComDesPac's restricted letter serial #3384 of 25 June 1945. Alterations being accomplished as listed in ComDesPac's restricted letter serial #3451 of 17 June 1945. The ship is maintaining a program of leave, recreation, and training under COTCPac for all men. From 9 August to 23 August the ship was drydocked.

Carlson
D. CARLSON

139115 *Filmed*

DD590/A16-3
Serial: 034

U.S.S. PAUL HAMILTON (DD590)
c/o Fleet Post Office,
San Francisco, Calif.

REG. NO 8830
R. S. NO
REG. SHEET NO 70

DECLASSIFIED

1 October 1945

CONFIDENTIAL

From: Commanding Officer.
To : Commander-in-Chief, UNITED STATES FLEET.

Subject: War Diary - September 1945.

Reference: (a) CinCPac conf ltr LGL-45 of 1 January 1945.

USS PAUL HAMILTON (DD590)
1-29 September 1945.

ZD(+7)

At U.S. Naval Repair Base, San Diego, California undergoing routine overhaul. Repairs being accomplished as listed in ComDesPac's restricted letter serial #3384 of 25 June 1945. Alterations being accomplished as listed in ComDesPac's restricted letter serial #3451 of 17 June 1945. The ship is maintaining a program of leave, recreation and training under COTCPAC for all men. On 1 September 1945 Lt. Comdr. George F. DALTON, USN, 81033 relieved Comdr. Daniel CARLSON, USN, 62569, of command of the USS PAUL HAMILTON (DD590). On 24 September 1945, the USS PAUL HAMILTON (DD590) reported to the Commander Reserve Fleet, Pacific, for duty.

Position

32 - 42 N Lat.
117- 09 W. Long.

USS PAUL HAMILTON (DD590)
30 September 1945.

ZD(+8)

The ship got underway in the afternoon for Post Repair Trials and Degaussing Calibration. At sunset the ship returned to the U.S. Naval Repair Base to continue overhaul.

Position

32 - 42 N Lat.
117- 09 W Long.

G. F. Dalton
G. F. DALTON.

145236

FILMED

received 22-9

DD590/A16-3/
Serial 032

DECLASSIFIED
CONFIDENTIAL

U.S.S. PAUL HAMILTON (DD590),
c/o Fleet Postoffice,
San Francisco, California,
20 August 1945.

From: Commanding Officer, U.S.S. PAUL HAMILTON (DD590).
Acting Commander Destroyer Division 101.

To : Commander-in-Chief, U. S. Fleet.

Via : (1) Commander Destroyer Division 101, USS PAUL HAMILTON, Flagship.
(2) Commander Screen, Captain E. R. Harrison, jr., USN, (Commander Task Unit 54.2.4).
(3) Commander Battleship Squadron ONE, Commander Task Force FIFTH-FOUR, Rear Admiral M.L. Deyo, U.S. Navy.
(4) Commander Amphibious Group ONE (Rear Admiral W.H.P. Blandy, USN).
(5) Commander Amphibious Group TWELVE (Rear Admiral J.L. Hall, USN).
(6) Commander Amphibious Group FOUR (Rear Admiral L.F. Riefsnider, USN).
(7) Commander Amphibious Forces, U.S. Pacific Fleet (Vice Admiral R.K. Turner, USN).
(8) Commander FIFTH Fleet (Admiral R.A. Spruance, USN).
(9) Commander-in-Chief, U. S. Pacific Fleet.

Subject: Action Report of U.S.S. PAUL HAMILTON (DD590) - OKINAWA OPERATION - 21 March 1945 to 17 June 1945.

Reference: (a) ComBatRon ONE FC1-1/A16-3/A9 Serial 0440 of 18 June 1945.
(b) ComBatRon ONE FC1-1/A16-3/Serial 0240 of 22 June 1945.
(c) Pacific Fleet Conf. Ltr. 1CL-45.
(d) ALNav 83.
(e) ComTHIRDFlt Standard Instructions 1-45, Part 8.
(f) CinCPac - CinCPac Conf. Ltr. A16-3, Serial 05961 of 17 May 1945.
(g) ComTHIRDFlt Conf. Despatch 100051 of June 1945.

1.
herewith.

In accordance with reference (a) to (g), subject report is submitted

D. Carlson
D. CARLSON

01394

cc: Cominch 1 (Advance copy)
CinCPac 3 "
Comdespac 1 "
Comdesron 51 "

Copy with originals: for
Comscreen; ComBatRon 1; ComPhibGroup 1,
4, and 12; ComPhibForcePac; and ComFIFTHFlt

Encl: (HW) Nine (9) copies of subject
report.

U.S.S. PAUL HAMILTON (DD590),
c/o Fleet Postoffice,
San Francisco, California,
20 August 1945

1st endorsement on CO, USS PAUL
HAMILTON (DD590) DD590/A16-3 serial
032 of 20 August 1945.

CONFIDENTIAL

From: Commander Destroyer Division 101, USS PAUL HAMILTON, Flagship,
Acting.

To : Commander-in-Chief, U. S. Fleet.

Via : (1) Commander Screen, Captain B.R. Harrison, jr., USN (Commander
Task unit 54.2.4.).
(2) Commander Battleship Squadron ONE, Commander Task Force
FIFTH-FOUR, (Rear Admiral M.L. Deyo, U.S. Navy).
(3) Commander Amphibious Group ONE (Rear Admiral W.H.F. Blandy,
USN).
(4) Commander Amphibious Group TWELVE (Rear Admiral J.L. Hall,
USN).
(5) Commander Amphibious Group FOUR (Rear Admiral L.F.
Riefsnyder, USN).
(6) Commander Amphibious Forces, U. S. Pacific Fleet, (Vice
Admiral R.K. Turner, USN).
(7) Commander FIFTH Fleet (Admiral R.A. Spruance, USN).
(8) Commander-in-Chief, U.S. Pacific Fleet.

Subject: Action report of U.S.S. PAUL HAMILTON (DD590) - OKINAWA OPERATION -
21 March 1945 to 17 June 1945.

1. Forwarded.

Carlson
D. CARLSON

01334

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PART I

BRIEF SUMMARY

1. During the period from 21 March 1945 to 17 June 1945, the U.S.S. PAUL HAMILTON was assigned to Task Force FIFTY-FOUR (Rear Admiral M.L. DEYO, U.S. Navy, in command) to function as Anti-Sub and Anti-Aircraft Screen, Fire Support Ship, or as part of Covering Force for the assault on Okinawa Jima, Ryukyus Islands, depending on daily assignments made by the command organization in effect.
2. The movement group from Ulithi Atoll to the objective was under the command of the Commander Task Force FIFTY-FOUR, immediate superior in command Captain W.L. FREEMAN, U.S. Navy, Commander Screen (C.T.U. 54.2.4) in U.S.S. BARTON (UD722). Enroute to the objective the US PAUL HAMILTON performed various duties as screen, radar picket and delivery of official mail to ships of the force. At 1600 on 24 March 1945, when approach dispositions were taken for the assault on the Ryukyus Islands, the U.S.S. PAUL HAMILTON was ordered to report to Commander Task Force FIFTY-TWO (Rear Admiral W.P. BLANDY, U.S. Navy), Commander First Amphibious Group, Pacific Fleet) in the U.S.S. ESTES (AGC12) as escort. This duty was performed until 1900 March 30, 1945, at which time the U.S.S. PAUL HAMILTON reported to Commander Task Force FIFTY FOUR for duty. From this time on, until departure from the objective area on 17 June 1945, the U.S.S. PAUL HAMILTON performed duties as a Fire Support Ship.
3. On 10 April 1945, the U.S.S. PAUL HAMILTON supported the landing on Tsuken Shima and stood by for call fire until released by Commander Task Group 51.19 (Rear Admiral W.P. BLANDY, U.S. Navy, Commander First Amphibious Group, Pacific Fleet) in command of the operation.
4. From 30 May 1945 to 11 June 1945 operated with Task Group 31.25 commanded by Rear Admiral L.F. BEIFSNIDER, U.S. Navy, (Commander Amphibious Group FOUR, Pacific Fleet), as fire support ship in the capture and occupation of Iheya Shima and Aguni Shima of the Ryukyus Islands.

COPY

PART II
PRELIMINARIES

4. The composition of Task Force 54, which sortied from Ulithi Atoll on 21 March 1945 is as follows:

Battleship Squadron 1 - Rear Admiral Deyo, U.S. Navy
less - California
Pennsylvania
Mississippi

Battleship Division 2 - Rear Admiral Deyo, U. S. Navy
less - California
Pennsylvania
Tennessee (FF)
Nevada

Battleship Division 3 - Rear Admiral McCormick, U.S. Navy
less - Mississippi
Idaho (F)
New Mexico

Battleship Division 4 - Rear Admiral Sowell, U.S. Navy
West Virginia (F)
Colorado
Maryland

Battleship Division 5 - Rear Admiral Fischler, U.S. Navy
Texas (F)
Arkansas

Cruiser Division 4 - Rear Admiral Fahrion, U.S. Navy
Less - Louisville
Indianapolis
Wichita (F)
Portland

Cruiser Division 5 - Rear Admiral Smith, U.S. Navy
Less- Chester
Salt Lake City (F)
Pensacola

Cruiser Division 6 - Rear Admiral Joy, U.S. Navy
Less- New Orleans
San Francisco (F)
Minneapolis
Tuscaloosa

Cruiser Division 13 - Rear Admiral Rodgers, U.S. Navy
Less- Santa Fe
Mobile
Birmingham (F)
Biloxi

Destroyer Squadron 51 - Captain H. C. Martin, U.S. Navy
Less - DesDiv 102
Haraden (DD585)
Hall (F) (DD583)
Halligan (DD584)
Paul Hamilton (DD590)
Twiggs (DD591)

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Destroyer Squadron 55 - Captain Jarrell

Destroyer Division 109
Porterfield (F) (DL682)
Callaghan (DL792)
Irwin (DL794)
Preston (DL795)

8 03951

Destroyer Division 110 - Commander Price

Laws (F) (DD558)
Longshaw (DD559)
Morrison (DD560)
Prichett (DD561)

Destroyer Squadron 56 - Captain Smoot

Destroyer Division 111
Less Leutze (DD481)
Newcomb (F) (DL586)
Bannion (DL668)
H.L. Edwards (DL663)
R.P. Leary (DL664)

Destroyer Division 112 - Captain Conlay, jr.

Less - Izard (DL589)
Killen (DL593)
A.W. Grant (DL649)
Bryant (F) (DL665)

Destroyer Squadron 60 - Captain Freseman

Less Division 120
Walke (DL723)
Lowry (DL770)
Barton (F) (DL722)
O'Brien (DL725)
Laffey (DL724)
plus - Zellars (DL777)
M.L. Abele (DL733)

Escort Division 40 - Commander Hawes

Foreman (F) (DL633)
Witter (DL636)
Bowers (DL637)
Willmarth (DL638)
S.S. Miles (DL183)
Wesson (DL184)

Gillis (AV-12)
Thornton (AV-11)
Williamson (AV-224)

The Officer in Tactical Command of Task Force 54 was Rear Admiral M.L. DEYO, U.S. Navy. Immediate Superior in Command, Captain W.L. FREEMAN, U.S. Navy Commander Screen (Commander Task Unit 54.2.4).

B. The U.S.S. PAUL HAMILTON arrived in Ulithi Atoll on 12 March 1945, from the Iwo Jima operation. At anchor availability with tender assistance was granted to effect repairs to main battery computer which required replacement of target angle component solver. Also, to effect repairs to three (3) main feed pumps eroded by high pressure steam. The at anchor availability was interrupted by assignment to radar picket duty for one night and the loading of ammunition requirements for the coming operation. All repairs were completed on 20 March 1945 and fuel was topped off during the morning

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At 0630 of 21 March 1945, underway to sortie with Task Force 54 in accordance with C.T.U. 54.2.4 Sortie Instructions. Upon completion of sortie, the battleships with assigned escorts formed column with screen ahead in preparation for A/A practices. The cruisers with assigned escorts, including this ship, also formed column with a straight line screen ahead. Drone and sleeve practices were fired by all batteries. Upon completion of firing, the two firing units combined to form T.F. 54, Cruising disposition 4-Roger Mike.

On 22 March 1945, various drills were conducted during the day such as surface tracking drill, flag hoist drill, air tracking drill, I.F.F. checks, and communications drill.

On 23 March 1945, fueled from the U.S.S. NEW MEXICO, Upon completion of fueling received and delivered Official Mail to various ships of the formation until sundown. At 1634, proceeded as ordered, to Number Three Picket Station 12 miles, 60 degrees on the starboard bow of the disposition, returning to former station in disposition at 1145 on 24 March 1945.

At 1600 on 24 March 1945, the approach to Okinawa Jima was commenced, fire support groups forming and proceeding as planned. The U.S.S. PAUL HAMILTON was ordered to report to C.T.F. 52 for duty as escort for the U.S.S. ESTES (AGCL2) by C.T.F. 54.

C, T, and E (no remarks).

PART IV - ORDNANCE

Section A.

1. The performance of ordnance material and equipment has to date been extremely good, perhaps even may be termed excellent considering the number of rounds fired during this operation. As might be expected, casualties did occur, and they are listed and discussed in subsequent paragraph with an attempt being made to offer suggestions and points to be carefully watched in order to lessen if not prevent frequent recurrences of the same casualties.

2. Specifically, the Mark 12, Mod 1, 5"/38 caliber gun has proved its durability and serviceability. In the Okinawa campaign alone, commencing on LOVE minus Six day (March 25, 1945) and extending through 17 June 1945, this ship has fired a total of 15,261 rounds of 5"/38 caliber ammunition which total includes AA Common, Star Shells, White Phosphorous, and Common projectiles with both 2600 f.s. and 1200 f.s. powder charges being employed. In this respect, however, only 921 reduced charges (1200 f.s.) have been fired. The last date of star gauging this battery was 16 May 1945, which data is tabulated below for reference:

<u>Gun Ser.No.</u>	<u>Total ESR to date</u>	<u>Origin of Bore(mean)</u>	<u>Total ESR Last star gauge</u>	<u>Origin of Bore (mean) Last Star Gauge.</u>
9002	3002	5.1825	226	5.028
6484	2580	5.1825	241	5.024
4480	2731	5.1815	7	5.001
9058	2968	5.1825	5	5.003
4148	2967	5.1785	236	5.015

3. These figures seem to indicate that this gun sustains less erosion than current printed ordnance data portray, which fact must be borne in mind and compensated for when computing ballistics. This ship realizes that the Bureau is at the present time conducting extensive studies and tests to ascertain the life of a Mark 12 gun and will reveal the results of such tests to the Naval service as soon as possible. From visual inspection it appears that the chrome plating is wearing correspondingly well in all five guns.

4. Insofar as shore bombardments are concerned it can be stated with certainty that the 5"/38 caliber battery with Mark 37 Director and Mark I, Mods computer is extremely effective and the only limitation on its effectiveness lies in the ammunition. Naturally a five inch projectile can not cope with a blockhouse which requires a major caliber projectile to penetrate. The Mark I, Mod 7 computer is extremely accurate, producing a very high percentage of hits. Below is a tabulation of ammunition expended to date:

<u>Victor Tares</u>	<u>AA Common</u>	<u>White Phosphorous</u>	<u>Stars</u>	<u>Common</u>	<u>Late-time</u>
56	231	16	55		Night 30-31 March
	199	16	55		" 31 March-April
	339	11			Day 1 April
	150		3		Night 1-2 April
	132		95		Night 3-4 April
	109		16		Morn 4 April
	96		2		Night 7-8 April
	400				10 April
	116		35		Night 10-11 April
33	24				A/H night 12-13 April

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<u>Victor Tares</u>	<u>AA Common</u>	<u>White Phosphorous</u>	<u>Stars</u>	<u>Common</u>	<u>Date-time</u>
	84		25		Night 12-13 April
	190				Night 14-15 April
	534	15			Day 15 April
			164		Night 15-16 April
	142	29			Morn 16 April
	210		80		Night 16-17 April
	539	27			Day 18 April
	630	19			Day 19 April
	77				Afternoon 20 April
	53				Night 20-21 April
	525	30			Afternoon 25 April
	212		10		Night 25-26 April
	430	16			Day 26 April
	127	34			Day 27 April
	171		15		Night 27-28 April
	384	23			Day 30 April
	60		81		Night 30 Apr-1 May
	350	50		56	Day 1 May
	455	26			Day 3 May
	289	6			Day 4 May
	260		40		Night 4-5 May
	50				Day 5 May
	166	1			Day 6 May
	256		92		Night 6-7 May
	177	4			7 May
	350		80		7-8 May
	187	37			10 May
	90		73		10-11 May
	211	25			11 May
	125		87		11-12 May
	450	3			12 May
			92		12-13 May
	160		70		13-14 May
	328	20			14 May
	58	1	84		14-15 May
	280		76		18-19 May
	141	19			19 May
	50		56		19-20 May
	171				21-22 May
	567				22 May
	208		75		22-23 May
	268				23 May
	71	17			25 May
	80				26 May
			60		26-27 May
	24				27 May
	161		56		27-28 May
	70				28 May
	544				3 June
	343				9 June
			49		Night 12-13 June
	555	13			Day 13 June
	48		58		Night 13-14 June
	201		58		Night 14-15 June
	111		21		Night 16-17 June
89	14,019	458	1753	56	TOTALS

TOTAL BOUNDS 17,533

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5. The fire discipline, as in the past, was excellent with one exception. On one occasion the 40mm machine gun battery opened fire on a friendly TBF that definitely was not employing attacking tactics. This inexcusable performance was no doubt prompted by the fact that a U.S. heavy cruiser 250 yards astern opened fire initially on this same target. On innumerable occasions this ship continued to deliver call fires during "Red" alerts, tracking the target with the Mk 37 Director (Mk 4 radar) and finally switching over to A/A set-up on computer and guns when the possibility of this vessel being attacked became imminent. Several times the shore fire control parties expressed their appreciation of this fact. It is believed that whenever a destroyer is in a fire support status delivering close fire support fires she should continue to support the troops ashore until it is absolutely necessary to cease firing shore bombardment and stand-by for an air attack.. This naturally accentuates the fact that your plotting room personnel must be trained to the highest level in order to quickly shift the computer from a shore-bombardment set-up to an anti-aircraft one with "E" synchronized.

6. The unerry communications between the various stations were excellent. Two or three times the 17MC transmitter in the director failed due to broken leads, but on each occasion the 1JP telephone circuit proved capable of conducting communications with the guns, although it is strongly recommended that both the 17MC and 1JP circuit be utilized simultaneously, with the director pointer paralleling the word put out by the Control Officer on the 17MC. By doing this everyone should be able to receive the word exactly as given by the Control Officer without any modifications. Once gun #3's 1JP circuit fouled at the gun, but the JQ circuit was immediately paralleled with the gun captain wearing the JQ phones. This proved satisfactory as a casualty procedure.

7. Our communication circuits between control, plot, combat, and the bridge remain unchanged from that previously established and discussed in this ship's last action report (IWO JIMA), and it is thought to be quite effective.

8. In regard to radar fire control methods it is regretted that no opportunity has as yet been provided to work with a Radar Beacon. This is desired, especially since the ship conducted experimental tests on various types of radar beacons while operating in the Chesapeake Bay. The SG radar was extensively employed to determine and correctly ascertain the ship's position. Radar "fixes" were checked at all times with the Navigator's visual cuts whenever visual fixes could be obtained. It might be mentioned that the radar operators and combat watch officers produced superb results, with several initial salvos being placed directly on the target. Extensive use was made of projecting rocks, points, and high isolated mountain peaks.

9. Only on two occasions were there opportunities to fire at Japanese aircraft. The first occurred on the night of 31 March-1 April and a total of eighty-four (84) rounds were fired in full radar control (56 Victor Tares and 28 AAC). Fire was commenced at approximately 5500 yards on an estimated two to three planes approaching this ship with a target angle of 020 and a speed of 175 knots, flying at about 1500-2000 feet. No results were observed, although the raid turned sharply, breaking away as soon as fire was opened. The second and last time that an enemy aircraft was fired upon was during the day of 12 April, when a Japanese Val was detected and tracked initially by radar. Subsequently he became visible and was fired upon in partial radar control at a slant range of 9000 yards, altitude high, target angle 040.

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This target was tracked at 275 knots, which speed no doubt was in error, for the bursts were leading him as he veered off sharply upon being taken under fire. Thirty-three VT and AAC were fired. For one thing, the target angle was changing rapidly and being given continuously by the rangefinder operator to the computer operator who excessively kept the target angle knob in the hand position, changing the target angle often at the computer. It is believed that this prevented the computer's rate control mechanism from functioning as it is designed to, thus preventing a near perfect solution, and a "kill". Corrective action has been taken to prevent a recurrence of this. It is recommended that an "increase-decrease" target angle button be wired up and placed at the computer to facilitate rapid changes of target angle. This would be similar to the target angle repeater system still installed for the Control Officer's use in some Mark 37 Directors, and it is believed that it would be of great assistance to computer operators.

10. The material casualties encountered thus far are tabulated below:

(a) Broken firing leads resulting from improper use of pointers' handwheels.

(b) Broken firing leads aft of terminal on firing lock, firing lead being cut upon gun firing. It is believed that leads caught upon H.P. air gauge; turned gauge flush with slide.

(c) Parallel finger contacts in train receiver regulator stuck preventing parallax from following in "auto", although parallax could be matched up in hand. This resulted from the finger contacts becoming spread due to extensive use. All that was necessary was to restore the contacts to their designed position.

(d) Selector switch transferring 5"/38 mount from Mk 1 computer to Mark 51 directors became jammed out of position, thus preventing the gun to receive gun train order and gun elevation order from the mark 1 computer.

(e) Firing lock failed to fire by percussion due to insulation becoming lengthened around firing pin striker and thus not allowing the nut on firing lock to be sufficiently taken up. Therefore, the required tension was not placed on striker spring in firing lock. This was remedied by cutting down the insulation around the after end of striker.

(f) The gas ejection air line leading to Gun #4 parted at valve 2-164-2 in compartment C-204-L due to concussion of gun fire. This was repaired without ceasing fire by a weldment. It is recommended that some shock-mounting be provided for this particular installation.

(g) Gas ejection poppet valve in Gun #4 seized due to excessive heat of gun. Removed valve and dressed down with emery and crocus cloth.

(h) Gas ejection shaft(Ord. Drwg. #230536L8)broke. Replaced with spare

(i) Breech plug in gun five failed to remain open after round was fired and hot case ejected. Probably due to faulty extractors and/or extractor springs plus the fact that the plug was buried badly by the extractors. Upon recommendation of USS HAMUL (AL20) replaced plug, extractors, and extractor springs.

(j) Gun failed to return to battery due to a flashlight becoming wedged between slide and housing. This resulted from gear being left adrift in gun mount by an Electrician's Mate who immediately preceding "General Quarters" was repairing the 17" speaker in gun mount. Suggestions evident.

(k) Gun Port Shield (Charleston Navy Yard Type), deformed from gun #4 firing 160 relative at short range. It is definitely not considered as a defective gun port shield either in design or construction, as this ship has experience extremely fine service from all five installed. It is recommended, however, that unless absolutely necessary the 5"/38 caliber battery should never be fired 010-350 degrees or 170-190 degrees relative as structural damage is likely to result.

(l) Lead gaskets on two 5"/38 caliber pointers' sights broken due to gunfire. Sights now require gassing.

(m) Commanding Officer observed one projectile (A.C.) to tumble while in flight with parts of rotating band being observed to fly off, at which time the projectile tumbled.

(n) Towards the end of the operation the Stable Element began to show the effects of the almost constant use it had been subjected. With a total of 7000 hours of operation, almost three months of continual running, the upper and lower slip rings of the Stable Element Mark 6 showed signs of wear. The time for the gyro to get up to get up speed had increased to nine (9) minutes, and it was felt by all concerned that a major casualty was imminent. However the Stable Element survived the operation and is still operating satisfactorily.

Section B.

1 That this ship's surface gunnery was effective can be seen from the results which are tabulated in Part V, Paragraph B of this report.

PART V - DAMAGE

A. No comment

B. Battle Damage to Enemy Units.

1. The following table is an account of observed damage inflicted by this ship. Many hours and rounds of ammunition were spent firing unobserved harassing fires. The damage inflicted on the enemy by such fire is impossible to estimate.
(see following pages)

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<u>Nature of Target</u>	<u>Weapon used</u>	<u>Location</u>	<u>Date</u>	<u>Time</u>	<u>Evidence indication extent of damage done.</u>
1. Mortar battery (size unknown)	5"/38	8189V2	4-1-45	0006	Battery silenced, extent of damage unknown.
2. Concrete emplacements	"	8387-V	4-1-45	0815	VOF spot reports concrete emplacements destroyed.
3. Mortar Battery	"	0276-W-5	4-10-45	0725	Battery silenced but later observed in action, close to
		0275-C		0915	front lines front lines
4. Revetments	"	7776-U-4	4-15-45	0913-0953	VOF reports: Entrances closed, several direct hits
5. Revetment possibly containing A/A battery	"	7675-X-5	4-15-45	0953-1017	VOF report: Several direct hits
6. Building flanking concrete obstacles in road.	"	7776-L-2	4-15-45	1017-1040	VOF Report: Building destroyed.
7. Camouflaged trench	"	7775-H-2	4-15-45	1040-1055	VOF report: Entrance closed.
8. Small building apparently haven for vehicles or field piece.	"	7775-H-2	4-15-45	1055-1300	VOF report: Building destroyed.
9. Defended streets and ammunition area.	"	7975-B	4-15-45	1450-1630	VOF report: Enemy fire, previously observed, ceased.
					ENEMY personnel dispersed with many casualties. Damage to stores and ammunition unobserved.
0. Enemy observation post	"	7878-N-0	4-16-45	0913-1100	SFCP report (0-162): Several enemy observation posts destroyed
		7877-C			
1. Camouflaged building	"	7676-K	4-18-45	1255-1445	SFCP (0-163) report: several camouflaged buildings destroyed
		7878-W			
2. Buildings, oil dump, enemy gun positions.	"	8275-GLAR	4-18-45	1513-1700	SFCP (C-823) report: Set fire to several buildings and oil dump which burned furiously. Enemy batteries of unknown caliber silenced. Area completely neutralized.
3. Enemy activity; possible mortar battery.	"	9324-SX	4-20-45	1310-1400	VOF report: Area neutralized.
4. Possible artillery emplacement	"	7574-G	4-25-45	0859-0935	VOF report: Target damaged.
5. Possible gun emplacement	"	7574-PY	4-25-45	0935-1045	VOF report: Target neutralized.
6. Two small guns	"	7675-IN	4-25-45	1045-1050	VOF report: Guns of small caliber destroyed.
7. Six machine gun emplacements	"	7674-EN	4-25-45	1146-1200	VOF report: Emplacements destroyed
8. Trench and cave system	"	7675-X	4-25-45	1257-1328	VOF report: Closed entrance to cave; neutralized trench area
9. Cave with possible gun inside.	"	7776-V	4-25-45	1328-1354	VOF report: Entrance to cave closed, damage to gun observed
0. Six caves containing possibly four 40mm gun emplacements	"	7676-PO	4-25-45	1354-1521	VOF report: Caves closed; guns destroyed.
1. Possible gun emplacement	"	7676-Q3	4-25-45	1521-1603	VOF report: Possible gun emplacement damaged with several direct hits.
2. Buildings in small town	"	7775-AB	4-25-45	1603-1645	VOF report: Buildings left on fire.
3. Cave	"	7573-A	4-26-45	0730-0800	VOF report: direct hits in mouth of cave.
4. Several caves closely grouped with exposed loading area	"	7473-O	4-26-45	0803-0915	VOF report: Several hits in entrances, one cave damaged six shell holes in loading area.

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Nature of Target	Weapon used	Location	Date	Time	Evidence	Indication	extent of damage done
25. Two large caves containing supplies any underground entrances; no guns visible.	5"/38	7474-J. 7574-F 7573-A	4-26-45	0915-1045	VOF report:	Half of entrance closed. One side of su cave still open. One small building destroyed.	
26. Small buildings in villages	"	7675-CJ	4-26-45	1337-1505	VCF report:	Neutralized area starting several fires	will
27. Radio towers and small buildings nearby	"	7972- 7970-F4 7871-	4-27-45	1142-1300	VCF report:	Several hits made at base of towers but unable to destroy. destroyed one small building near base one tower.	
28. Houses in village. Oil dump	"	8170-3	4-27-45	1457-1607	VCF report:	Set fire to seven houses and damaged oil large oil fire started in one house apparently being used as an oil dump.	
29. Four houses	"	8069-KG	4-27-45	1607-1652	VOF report:	Houses on fire. One half of village remain remained undamaged.	
30. Area containing four caves.	"	7964-Q4	4-27-45	1652-1716	VCF report:	Direct hits scored on entrance to one ca Near misses on other.	
31. One 75mm mobile artillery gun located in caved area.	"	8271-L	4-30-45		VOF report:	Artillery piece destroyed. Three camoufla caves closed.	
32. Numerous caves possibly harboring MTB's; Personnel.	"	8271-QU	4-30-45		VOF report:	Believe caves harbor MTB's because of pat ing to waters edge. Numerous caves closed. Personnel escaping, many killed.	
33. Tunnel and trench system	"	8271-G	4-30-45		VOF report:	Area covered with brush. Target neutrali fires started.	
34. Three serviceable caves among nine previously damaged	"	8271-F2 to 8271-A4	4-30-45		VOF report:	All caves closed.	
35. Camouflaged guns on mound: approximately six guns either being mounted or repaired	"	8270-?	4-30-45		VOF report:	Target completely destroyed, large explo one hit.	
36. Area containing revetments, tunnels, caves which possibly housed suicide boats.	"	8271-S	5-1-45	0805-0922	VOF report:	many hits in area. Ceased fire to shift higher priority target.	
37. Seven concrete pill boxes, one blockhouse all with small square openings. Extensive trench system in area	"	8271-MN	5-1-45	0922-1007	VOF report:	Seven pill boxes destroyed. One side of block house caved in. Three holes put in roof. Several s slit trenches caved in.	
38. Enemy strong point in building.	"	7674-F	5-3-45	1227-1245	SFCP (O-11) report:	Target destroyed.	
39. Enemy observation post.	"	7773-K	5-4-45	1030-1045	SFCP (C-13) report:	Target destroyed.	
40. Enemy machine gun nests	"	7673-C	5-4-45	1056-1108	SFCP (C-13) report:	Machine guns nests completely wiped out	
41. Gun emplacement	"	7870-U	5-6-45	1310-1517	VOF report:	direct hits scored on emplacement.	

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Nature of target	Weapon used	Location	Date	Time	Evidence indication extent of damage done
42. One truck	5"/38	7870-U	5-6-45	1310-1517	VOF report: Direct hit on truck.
43. Eight trucks	"	7869-Q	5-6-45	1517-1750	VOF report: Targets destroyed
44. Caves	"	7360-V	5-7-45	1004-1120	VOF report: several direct hits on caves and roads ing to caves.
45. Observation Post	"	8072-W	5-10-45	1207-1330 area	SFCP (O-821) report: Damaged roads and neutralized but no hits on observation post.
46. Revetments & caves. Camouflaged concrete structure.	"	7971-I	5-11-45	1040-1154	VOF report: Uncovered and destroyed concrete structure caves filled in, revetments heavily damaged.
47. Possible artillery emplacement. Enemy activity noticed.	"	8071-H	5-11-45	1154-1431	VOF report: Scored direct hits, closed cave, covered gun when cave sealed. Enemy personnel killed or destroyed.
48. Concrete covered revetments	"	8170-L	5-11-45	1431-1515	VOF report: completely destroyed target with direct
49. Sixteen caves.	"	8071-A	5-11-45	1515-1600	VOF report: twelve caves destroyed. Entrances to one partially destroyed.
50. Concrete blockhouse	"	8966-G	5-12-45	0733-1152 misses caved in	VOF report: Scored five direct hits and several near on heavily camouflaged blockhouse. Front of structure contents destroyed. Target rendered ineffective.
51. Four 3" A/A guns	"	8070-M	5-12-45	1152-1543 been	VOF report: Destroyed three of four guns which, have previously reported as destroyed were re-established.
52. Two caves	"	8170-L	5-12-45	1543-1645	VOF report: Entrance to one cave destroyed.
53. Three artillery positions	"	8666-O	5-14-45	0801	SFCP (C-812) report: First position neutralized and gun definitely destroyed. Obtained hits on gun fire in second position with unobserved damage. Thorough covered third position. Entire area neutralized.
54. Oil storage area	"	8071-U	5-14-45	1416-1505 when	VOF report: Target consisted of well dispersed drums one was burst open, oil failed to burn. No further damage.
55. Two caves	"	7969-X	5-14-45	1505-1618	VOF report: two caves closed.
56. Enemy gun fire (gun flashes observed by SFCP)	"	8767-LQ 8868-R	5-14-45	1755-1825	SFCP (O-823) report: Guns silenced. No further action observed. Extent of damage unknown.
57. Knoll with several cave entrances: gun flashes observed.	"	7669-L5	5-23-45	1020-1045	VOF report: Four direct hits. Target believed to be knocked out.
58. Truck	"	7639-M	5-23-45	1500-1600	VOF report: truck destroyed.
59. Enemy field piece	"	7770-Q5	5-25-45	1029	SFCP (O-42) report: Field piece silenced. No further observation.
60. Camouflaged revetment	"	8867-H	5-27-45	1303-1500	VOF report: Removed camouflage which revealed open tomb. No further damage.
61. Three caves possibly housing artillery	"	8662-A	5-28-45	1230-1330	VOF report: Entrances closed up. Target well covered

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Nature of target

<u>Nature of target</u>	<u>Weapon Used</u>	<u>Location</u>	<u>Date</u>	<u>Time</u>	<u>Evidence indication extendt of damage done</u>
62. Blockhouse, well dug in located on road leading to shore. Openings to North & South	5"/38	8662-X	5-28-45	1330-1345	VOF report: Extent of damage unknown. Weather prevented observation.
63. Enemy Pill box	"	0672-R	6-3-45	0843-0904	VOF report: Pill box caved in, must be considered destroyed.
64. Two active guns positions	"	0672-N	6-3-45	0940-1015	VOF report: target destroyed
65. Enemy machine gun nest	"	7660-F	6-13-45	0834-0908	SFCP (O-810) report: Gun silenced. Extent of damage unobserved.
66. Enemy machine guns	"	7760-A	6-13-45	0938-1030	SFCP (O-810) Target neutralized-extent of damage unknown.
67. Heavy gun position	"	7760-H	6-13-45	1052-1210	SFCP (O-810) report: Gun silenced. Extent of damage unknown
68. Ammunition dump	"	7660-C	6-13-45	1325-1625	SFCP (O-810) report: Ammo dump was seen to explode in target area. Observation was also made by the ship.

PA VI - Special Comments and Information

- A. No Comment
- B. No Comment
- C. No Comment
- D. Special Comment

1. Combat Information Center

(a) 1. The Combat Information Center installation on board is the original plan as installed in October 1943. With the exception of the addition of the MAN, MT, TCS, and VHF transmitter-receiving units and remote controls for the MAN transceiver, no alterations or improvements have been made in the C.I.C. or radar installation. No RPPI scope is installed in C.I.C.

Throughout the operation, CIC provided the bridge with information on station keeping, results of air and surface search, navigation, composition, and disposition of own forces. In addition during shore bombardment, C.I.C. supplied Control and bridge with all pertinent gunnery and tactical information.

During the days (Love-7 to Love-2) when the PAUL HAMILTON was escorting the ESTES, CIC was primarily engaged in air and surface search, and navigation. During night retirement C.I.C. was responsible for maintaining an accurate account of composition and disposition and for keeping an accurate plot of ship's position.

From Love-1 Lay until departure from the area, the ship was engaged in fire support missions exclusively. During actual bombardment periods, C.I.C performed the following functions:

- (a) Guarded TBS (B-E) for tactical information.
- (b) Guarded Naval Gunfire Control Net
- (c) Guarded MN
- (d) Guarded spotting frequency with VOF and SFCP
- (e) Listened in on Local Air Warning Net
- (f) Conducted Air Search & Plot
- (g) Conducted Surface search and plot
- (h) maintained Navigational plot of ships position (by SG-1 radar.
- (i) Supplied Plotting Room and Main Battery Control with bombardment information, including range, bearing, elevation, of target, spots, effectiveness of fire, etc.

2. Radar performance throughout the operation is considered exceptionally good. Ranges were average, but the continued uninterrupted performance of all radar equipment was exceptional considering the length of the operation. At no time did any of the equipment fail despite the fact that time for maintenance was very limited. It is felt that one of the contributing factors to such fine performance is the practice of thoroughly cleaning the gear at every opportunity. In most instruction books and maintenance instructions emphasis on this most important item is lacking.

(a)(b)(c) The employment of radars in tracking, air and surface fire control was in accordance with latest doctrine and instructions and requires no comment.

(d)(e) The role of radar during shore bombardment has become increasingly important. The Okinawa area fortunately has several small islands and well defined projections around the entire island affording fine reference points for radar navigation.

(f)(g) The problem of keeping station maintaining summary plot, navigating and continuing long range surface search simultaneously is well recognized. Field modification #50 which permits the operator to read accurate ranges and bearings without stopping the antenna should however improve this situation.

3. No special radar operational technique were developed on board during this operation.

4. The IFF performance of the BL was good throughout the operation. Only during the last ten to twenty days did instances become frequent when friendly aircraft (which turned out to be PBM's) showed bogey. However the air co-ordinator was consistently prompt in warning all ships of their presence.

5. Opportunities and facilities for maintenance of radar were very limited. They were usually limited to the Occasions when the ship was engaged in replenishment at Korana Retto. It was necessary at all times to keep the air search and fire control radars on short notice during these periods, however, and only minor adjustments, tube renewal, and cleaning could be undertaken at such opportunities. Toward the end of the operation, when the program which made the Fire Support ships available for three day periods was initiated the radars were secured and necessary repairs made. It is recommended that these periods be initiated earlier in similar operations enabling ships to forestall anticipated failures and keep up with the more important routine maintenance items.

6. C.I.C. internal communications were excellent. The need for continuous training efficient telephone talkers is still apparent, however.

External communications presented a more difficult problem. The Destroyer CIC has no provisions for radio/telephone recorders. During shore bombardment exercises CIC guarded TBS, AN, Naval Gunfire Control Net, Assigned Spotting Frequency, and either an "inter CIC" circuit or local air warning net. With no provisions for seating recording personnel and no provisions for space (the IRT and air plot must be kept clear), recording becomes inefficient. All circuits except the spotting frequency must be guarded by earphones and the CIC watch officer must depend on accurate recording for information. Provisions should be made for the recorders to have a small "position" and seat.

The idea of using the Baker series TBS crystals for F.S. ships was indeed a good one. On the few occasions when it was necessary to shift to A-3 crystal, one wondered whether it would ever be possible to transmit tactical signals. It was noted that much of the traffic was administrative. On one occasion this command went to extreme pains and through a long wait to ensure transmission of one bit of administrative traffic on Fleet Common only to hear it relayed to another command for information on TBS.

The communications on all the spotting frequencies frequently caused trouble. Often times excellent communications could be maintained throughout the day but at night on the same circuit interference (CW and voice) would cause several "say agains". The TCS was used exclusively for spotting and proved very dependable. It is recommended that all F.S. ships be allowed two TCS units; one for Naval Gunfire Control and one for spotting. Even with experience radio personnel the time required to make frequency changes on the TBL is considerable. This difficulty is eliminated in TCS. The shock of continuous bombardment caused several casualties to voice transmitters, noticeably the TBL. Additional shock mounting should prevent future casualties of similar nature.

It was found that ship's position using carefully plotted ranges and bearings from these positions were accurate to within 50 to 100 yards. In the daytime, when navigation from the bridge was possible, the radar "fix" was continually checked, but at night, radar navigation was often relied on entirely. Excellent results were obtained using the SG-1 and it is recommended that ships firing shore bombardment maintain radar position continuously. Even if visibility permits use of piloting and the commanding officer prefers to use visual "cuts" for ships position during the bombardment, it is still of tremendous value to the radar operators to become totally familiar with the terrain as it appears on the screen.

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2. Communications.

Discussion of CIC communications is contained in paragraph

D (1) above.

(a) Radio communications were satisfactory. The use of the expeditionary force "FOX" schedule aggravated the problem of radiomen shortage. But its advantages were manifold and self evident. At no time was reception of NPM or expeditionary force FOX seriously impaired.

(b) every effort was made during the operation to send messages visually where possible. It was noted that in many instances a message with several addressees was sent to all over voice radio when one or many of the addressees were within visual range. The frequency of repeats and corrections on these overcrowded circuits would be cut down appreciably if addressees within visual distance were given the message visually.

(c) No intercept gear is installed.

(d) TBS communications is discussed in paragraph 1(a)(6) under

CIC above.

3. Use of smoke, camouflage, deception.

This was the first operation, in which this ship took part, in which smoke cover was used so extensively. At no time when covered by smoke did this ship fire at enemy planes and while under cover of smoke, no attacks were made on this ship. With effective radar countermeasures and smoke coverage it is realized by this command that the ship's position cannot be discovered by the enemy. MANY instances are noted when bogies dived down a stream of tracers fired from under cover of smoke using the origin of the stream as point of aim.

4. Navigation b. CIC is discussed in paragraph (1) (a) (2) (e) under CIC above.

5. The performance of the engineering plant was good. The effect of prolonged periods of shore bombardment was evidence by the fact that several steam gaskets developed leaks, but in all cases the OTC was able to grant the necessary time for repairs. Only once during the entire operation was the "plant" secured (15-18 May) during three day tender availability. The program of boiler cleaning for F.S. destroyers whereby designated units are allowed four (4) day periods in which to secure two boilers to clean firesides is strongly recommended for future operations of similar nature.

6. The supply situation during the operation was satisfactory for the needs of the ship and requires no comment.

7. Medical. No comment.

E. No comment

F. Attention is invited here to the enclosure covering the report of radar interference (window).

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PART VII

1. No personnel casualties occurred during this operation.
2. The health, moral and performance of duty by the officers and men during the eighty-five (85) days of continuous operation and hardship was splendid and beyond reproach. The spirit that prevailed on board ship was to give all the support possible to our marines and soldiers on the beach. On three different occasions this ship ran out of ammunition on fire support duty. On each occasion the crew turned to with a will to unload the empties and reload 1300 to 1400 rounds in four hours time. Each man had only one thought in mind, to get back on the firing line to destroy Japs as quickly as possible. Reports of destruction were moral boosters.

PART VIII

LESSONS LEARNED, CONCLUSIONS AND RECOMMENDATIONS

1. Early in the operation it was easily determined from the results of each day's operation on fire support duty that when the ship was able to anchor to carry out the assigned fire support missions the results were most gratifying. The value returned in destruction wrought upon the enemy was always high with less ammunition expended. More targets were taken under fire and less spotting was necessary to get on the target. Further, a shift to a new target could be made without changing the computer solution, by a spot from the shore fire control party or the VOF spotter who was in position to see the new target to be placed under fire.
2. In conjunction with the above; and also, when lying to or underway conducting shore bombardment, it was found very profitable to use one gun salvos to get on the target or at least within twenty-five yards of the target. Once this correct solution was obtained to the problem, then fire two or three salvos of one or more guns rapid fire, depending on the importance of the target and its size. Almost without fail, this procedure produced one or more direct hits and several very near destructive misses, the latter sometimes uncovering new targets which had been well camouflaged. This method off-set the waste of ammunition inherent in gun dispersion, by trying to get a very near direct hit, before increasing the volume of fire. The volume of fire used in the rapid fire string took care of gun dispersion and ships motion due to wind and current; also, ship's yaw, while riding at anchor.
3. It is agreed that a ship at anchor is vulnerable to enemy gunfire. Only once was this vessel taken under fire by Japanese shore defenses while at anchor but with the anchor down under foot only, and the engine power available, it was very easy to shift position quickly and become a moving target.

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4. In conclusion it might be said it is most advantageous to anchor at night when the ship must approach dangerously close to reefs or be in confined waters dangerous to navigation. It then makes it possible to give close fire support to troops if needed without endangering them to errors resulting from errors due to ship's position. It affords more effective harassing fire and provides for efficient night illumination. Another important factor is that it eliminates one worry from the Commanding Officer's mind, namely, grounding, and provides an opportunity for proper rest. It is, therefore, recommended that instructions for fire support ships contain authority for Commanding Officers to anchor (anchor underfoot only) when in the opinion of the Commanding Officer concerned the mission assigned can best be accomplished by doing so, or that; the fire support group commander can grant the request ~~upon the request of the~~ ^{upon the request of the} Commanding Officer supported by adequate reasons. The former is the most suitable manner as the officer on the spot is the best judge.

5. It is further recommended that the method of fire, namely, using one gun to obtain a good solution and then shifting to a short string of rapid fire salvos of one or more guns be tried by fire support ships to increase the effectiveness of their fire.

6. On several occasions during the many red alerts of the Okinawa Operation it was observed by this command that ships which opened fire on Japanese aircraft at night were usually the ones which were on the receiving end from the plane in question. This was usually true whether the ship was under the cover of smoke or just obscured due to darkness. The above statement should be qualified further in that it was not always possible to tell if the ship was under attack by the plane in question before it opened fire.

7. From experience gained by this ship during operations in the Philippines the following policy or doctrine in regard to firing at night on Japanese aircraft was adopted and used by this ship. All enemy and friendly aircraft were tracked by C.I.C. The main battery director was placed on and tracked the most dangerous plane to this vessel, as determined and directed by C.I.C. Open fire was given by the Commanding Officer or at the discretion of the Gunnery Officer only when the following conditions existed:

- (a) This ship was definitely under attack.
- (b) Planes target angle zero or nearly zero
- (c) Altitude under 2000 feet.
- (d) Range 6000 yards and target angle constant at zero.

8. The only exception to the above rule was in regard to adjacent ships in the screen. If the adjacent ship was under attack and our solution was good, open fire was given by the Commanding Officer only, but only after that ship had disclosed her position by opening fire. This material support did not endanger other ships of the formation of own gun fire. The above decision was arrived at from being on the receiving end of too much indiscriminate fire by ships shooting just to be shooting because the

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9. Further, machine guns were never used at night unless placed under the control of the Mark 37 director or if the Mark 51 director operator could see and follow the plane visually. Thus, they were not used very much.

10. With the use of smoke cover during this operation, and its effectiveness the above doctrine was modified to include the additional qualification: "If under smoke, don't shoot". During the entire operation this vessel never fired a single shot while under the cover of smoke and the results were that never was there anything dropped close enough to be called even a near miss. It can't be said that planes never approached near this ship because they have on numerous occasions. Uncomfortable close. Targets in definitely not attacking courses close aboard were not taken under fire, because they must see you visually or otherwise to attack and to open fire may be fatal as it immediately discloses your position and presence as a target. Perhaps this decision is unsound but at least it has saved the ship to fight another day under circumstances more favorable to the ship.

11. It is firmly believed that a hard and fast rule should be made that no ship should fire at enemy aircraft at night while under the cover of smoke and it is recommended that such a statement should be considered for inclusion in our gunnery doctrine.

12. It is realized that a destroyer C.I.C. is just a means to an end but in future new construction adequate space should be allotted so as to provide the facilities necessary to make it as efficient as possible. The old statement that the plotting room was the heart of the ship may still be very true, but it is believed that C.I.C. has far surpassed the plotting room in importance.

13. Any destroyer fire support duty during a "red alert", night or day, its C.I.C. is teeming with activity and the space provided is not adequate. Especially from the stand point of communications. So many speakers and talkers and recorders talking at once results in confusion only and precious time is lost. By providing more space to allow for a bank of desks for recording, monitoring communication circuits properly with sound powered telephones to the evaluator for distribution of information received, it is believed that higher efficiency would be obtained and also relieve the congested situation that exist in the present C.I.C. The wardroom pantry could be taken to provide this space in the 2100 ton destroyers using part of the wardroom to provide a new pantry.

14. It is recommended that the above be given consideration especially in new construction.

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